

APPROVED

February 3, 2009

Michigan State Administrative Board

Lansing, Michigan

January 20, 2009

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, January 20, 2009, at 11:00 a.m.

Present: Steven Liedel, Legal Counsel, representing Jennifer M. Granholm, Chairperson
Corina Pena Andorfer, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
Duane Berger, Director of Department Administration Services, representing Terri Lynn Land, Secretary of State
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Sherry Bond, Secretary

Others Present:

Mike Green, Tim Johnson, Department of Corrections/Michigan State Industries;
Craig Orr, Janet Rouse, Department of Management and Budget; Wayne Roe, Jr.,
Mark VanPortFleet, Department of Transportation; Nathan Ohle, Michigan Strategic Fund

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved that the minutes of the regular meeting of December 16, 2008, and the special meeting of December 30, 2008, be approved and adopted. The motion was supported by Mr. Berger and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedules:

CITY OF KALAMAZOO, Public Safety, 1/20/2009

DEPARTMENT OF COMMUNITY HEALTH,

Bureau of Laboratories, 1/20/2009

Division of Communicable Diseases, 1/20/2009

DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH, Commercial
Services, Office of the Cemetery Commissioner, 1/20/2009

Mr. Hank moved that the retention and disposal schedules be approved and adopted. The motion was supported by Ms. MacDowell and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

January 20, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **January 13, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Corina Pena Andorfer, representing Approved _____
Lt. Governor Cherry

Member: Steven Liedel, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Mike Green, Department
of Corrections; Sergio Paneque, Department of Information
Technology; Sherry Bond, James Burris, Elise Lancaster, Janet
Rouse, Department of Management and Budget; Sharon Maynard,
Department of Natural Resources

The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Ms. Andorfer, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on January 20, 2009, Items
2 and 3 were withdrawn by the Department of Management and Budget.***

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

January 13, 2009 / January 20, 2009
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan Library and Historical Center – Remove and Replace Fire Protection System
File No. 071/07332.RMP - Index No. 53279
Low Responsive Bidder: Moore Trosper Construction Company, Holt;
\$4,024,000.00

Purpose/Business Case

The purpose of this contract is to replace the existing fire protection system, and provide a new ceiling system, including fire proofing of the structural frame system. The existing sprinkler piping requires frequent maintenance due to leaking and the ceiling and fire proofing were removed under another contract to resolve a safety issue.

Benefit

The State will benefit by reduced maintenance of the sprinkler system, improve health, safety and work environment issues and meet current code requirements.

Funding Source

100% State Building Authority Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in continued costly maintenance and noncompliance with current codes.

Zip Code

48909

MODIFICATION TO PROFESSIONAL SERVICES CONTRACTS

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, ALLEGAN AND KALAMAZOO COUNTIES - Allied Paper/Portage Creek/Kalamazoo River SF Site – Professional Services Support
File No. 761/05010.SAR - Index No. 46623
That the contract for professional services with Camp Dresser and McKee, Lansing, Michigan, be increased \$936,100.00 on an hourly/direct payroll basis times a multiplier plus reimbursables, to provide additional environmental engineering study/investigation/remediation services.

Purpose/Business Case

The purpose of this modification is to provide additional environmental services, including technical report review and development, data and document management, oversight of monitor well sampling, surface water sampling, construction oversight, and extend the contract for one additional year. This site is contaminated and consists of approximately 80 miles of the Kalamazoo River from Morrow Pond Dam near Galesburg through the cities of Kalamazoo, Otsego, Plainwell, Allegan, Douglas and Saugatuck to the mouth of the river at Lake Michigan, and approximately three miles of Portage Creek. The Department of Environmental Quality (DEQ) has entered into an Administrative Order of Consent (AOC) with the responsible parties (RPs) identified at the site to perform a remedial investigation/feasibility study for the site. DEQ is currently operating as the support agency for the United States Environmental Protection Agency (EPA) but continues to maintain lead agency status on several of the operable units at the site. This contract modification will allow this firm to provide additional professional services to assist DEQ in implementing and monitoring the environmental cleanup activities at the site.

Benefit

The State will benefit by monitoring the investigation and cleanup activities at the site. The cleanup activities are necessary to protect the environment and comply with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 at the site.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The professional services contract modification will be paid on an hourly/direct payroll basis times a multiplier plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification will result in the inability of DEQ to oversee the progress of the investigation activities and their ability to enforce and monitor the implementation of the cleanup activities. Additionally, this would jeopardize the cost recovery efforts.

Zip Code

Various

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, MIDLAND, SAGINAW AND BAY COUNTIES - Tittabawassee River, Saginaw River and Saginaw Bay Site - Natural Resource Damage Assessment

File No. 761/07019.SAR - Index No. 45865

That the contract for professional services with Stratus Consulting, Inc., Boulder, Colorado, be increased \$484,227.00 on an hourly/direct payroll basis times a multiplier plus reimbursables, to provide professional expertise during planning of the focus group studies by a subconsultant.

Purpose/Business Case

The purpose of this modification is to provide professional architectural/engineering services for technical workgroups consisting of natural resource trustee representatives and potentially responsible party (PRP) representatives. Review and evaluate additional data and information to assist the state and federal trustees (Trustees) in a natural resource damage assessment (NRDA) services at the site. The Trustees include the Michigan Department of Environmental Quality (DEQ), the Michigan Department of Natural Resources (DNR), the Michigan Department of Attorney General, United States Fish and Wildlife Service, the Bureau of Indian Affairs and the Saginaw-Chippewa Indian Tribe of Michigan. The contract modification will require the Contractor to perform additional cooperative assessment and independent assessment including studies and analyses of human services studies employing economic methods, ecological field and laboratory studies. Also, the contractor will provide additional investigation of restoration opportunities and quantifying injuries and damages for the Tittabawassee River System.

Benefit

The State will benefit by assisting the focus group achieving compliance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980 at the Tittabawassee River, Saginaw River and Saginaw Bay site.

Funding Source

97.4% Dow Chemical Settlement; 2.6% Clean Michigan Initiative (CMI)

Commitment

The professional services contract modification will be paid on an hourly/direct payroll basis times a multiplier plus reimbursables. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this modification may result in not obtaining the necessary technical expertise to evaluate data and information to assist the focus group with the natural resource damage assessment services at the site.

Zip Code

Various

REVISIONS TO CONSTRUCTION CONTRACTS

4. DEPARTMENT OF NATURAL RESOURCES, CHEBOYGAN – Cheboygan Lock and Dam – Lock and Dam Repairs
File No. 751/03476.HRB – Index No. 99016
Morrish-Wallace Construction Company, Inc., dba/Ryba Marine Construction, Cheboygan; CCO No. 7, Incr. \$45,437.33

Purpose/Business Case

The purpose of this change order is to decrease the amount of property fence required and reshape the existing slope adjacent to the easterly side of the dam.

Benefit

The State will benefit by a cost savings and minimize maintenance requirements for slope stabilization and potential slope failure.

Funding Source

100% Restricted Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will jeopardize the safety and integrity of the dam structure plunge pool area and risk cost saving for fencing.

Zip Code

49721

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building - 1st and 2nd Floor Renovations/Snow and Ice Melt System
File No. 071/06080.JRC - Index No. 44101
HBC Contracting, Lansing; CCO No. 4, Incr. \$497,566.70

Purpose/Business Case

The purpose of this change order is to provide construction of a new snow and ice melt system along the north and east portions of the parapet walls and roof areas of the Lewis Cass Building. Also, included in this change order is the installation of fire dampers in exhaust ducts as requested by the State Building Inspector.

Benefit

The State will benefit by preventing the build-up of snow and ice along the parapet walls and upper roof areas, keeping employees and visitors free from potential injury due to falling ice and snow. Also, to make the building code compliant as required by the Building Inspector.

Funding Source

100% Building Occupancy Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in noncompliance with the building code and potential injury to building employees and visitors as a result of ice and snow blowing off the roof parapet areas.

Zip Code

48909

CONTRACT CHANGE ORDER

6. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #33 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Michigan Department of Energy, Labor and Economic Growth. This CCO provides for materials and labor to install an intercom to help regulate admittance to the DELEG legal staff work area from the 9th floor elevator lobby as requested by the Department of Energy, Labor and Economic Growth at a cost not-to-exceed \$1,035.00. The space is located at 3044 West Grand Blvd., Detroit, MI.

Purpose/Business Case

The purpose of this CCO is to install an intercom between the Cadillac Place's ninth floor elevator lobby and the adjacent offices of the Department of Energy, Labor and Economic Growth.

Benefit

This CCO allows the Department of Energy, Labor and Economic Growth to provide announcing and pre-access screening of visitors to its legal staff working on the ninth floor of Cadillac Place.

Source of Funds

100% GF/GP bill back from authorized Dept. of Energy, Labor and Economic Growth General Funds

Commitment Level

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from providing visitor announcement service and enhanced security for its staff on the ninth floor of Cadillac Place.

Zip Code

48202

7. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, GRAND RAPIDS - CCO #2 for Lease #10064 approved by the State Administrative Board on November 14, 2004, Item #12 between A.C. Holdings, LLC, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Labor and Economic Growth, as Lessee. This CCO provides for renovations to provide a more secure building and to assist persons who are physically challenged and hearing impaired, as requested by the Department of Energy, Labor and Economic Growth at a cost not-to-exceed \$12,639.63. The space is located at 750 Front St., N.W., Grand Rapids, MI 49504.

Purpose/Business Case

The purpose of this CCO is to install a hearing impaired fire alarm system, a new security card access door opener system and replacement of a conference room door & frame which includes a window and handicap door opener.

Benefit

This CCO allows for a greater level of security and access for the staff and clients.

Source of Funds

100% Federal Funds

Commitment Level

Present through June 30, 2014; however, this Lease contains a Standard cancellation clause with 180-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from providing an adequate fire alarm system and secure office interior.

Zip Code

49504

8. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING - CCO #5 for Lease #10853 approved by the State Administrative Board on August 15, 2000, Item #15 between Lawrence and Doris Clark, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for adding electrical power to a modular work cubical, as requested by the Department of Management and Budget at a cost not-to-exceed \$220.00. The space is located at 7707 Rickle Rd., Lansing, MI 48917.

Purpose/Business Case

The purpose of this CCO is to re-feed a 120 volt circuit to a modular work cubicle.

Benefit

This CCO allows for installation of electrical power to a work cubical so that it may become usable work space.

Source of Funds

100% General Fund to be billed back to DELEG funds: 50% Federal Funds; 50% Restricted Funds (18% Safety Education/32% Security fees).

Commitment Level

Present through March 31, 2016; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from utilizing an unpowered modular cubical work space.

Zip Code

48917

9. DEPARTMENT OF ENVIRONMENTAL QUALITY, WARREN - CCO #2 for Lease #11040 approved by the State Administrative Board on January 20, 2004, Item #14 between Twin Oaks Network, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Environmental Quality, as Lessee. This CCO provides for installation of four energy efficient fluorescent light fixtures, as requested by the Department of Environmental Quality at a cost not-to-exceed \$4,422.00. The space is located at 7900 Donald Ct., Warren, MI 48090.

Purpose/Business Case

The purpose of this CCO is to install four more energy efficient light fixtures in the warehouse.

Benefit

This CCO allows for elimination of inefficient light fixtures and replacement with more energy efficient light fixtures which will result in more efficient use of energy and cost reduction of electrical utility bills.

Source of Funds

100% General Fund

Commitment Level

Present through January 3, 2025; however, this Lease contains an Executive New cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this CCO will hinder the Department from realizing long term cost savings in electrical utility charges.

Zip Code

48090

ADDENDUM TO LEASE FOR PRIVATE PROPERTY

10. DEPARTMENT OF CORRECTIONS, DETROIT - Addendum #2 to Lease #10965 approved by the State Administrative Board on February 19, 2002, Item #3, between The Realty Company, a Michigan Corporation, 2411, Vinewood, Detroit, Michigan 48216, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Corrections, as Lessee, for 31,214 square feet of space located at 5300 Lawton, Detroit, Michigan 48208. This Addendum provides for 2,280 square feet of garage space adjacent to the office space. The annual per square foot rental rate is \$5.26 (\$1,000.00 per

month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains an Executive New cancellation clause with 180-days notice. The Attorney General has approved this Addendum as to legal form. The Lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved this Lease on October 31, 2001.

Purpose/Business Case

The purpose of this addendum is to provide Detroit's largest parole office with additional covered and secure garage space to house their transportation vehicles. The vehicles currently are parked outside and are vandalized resulting in thousands of dollars to repair or replace.

Benefit

Approval of this addendum will allow the department to move the transportation vehicles from off site parking and avoid continued lost revenue spent in paying for vandalism and employee overtime.

Source of Funds

100% General Fund

Commitment Level

Present through August 31, 2012; however, this Lease contains an Executive New cancellation clause with 180-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from securing transportation vehicles and the cost savings derived from the prevention of repeated vandalism and staff overtime.

Zip Code

48208

11. DEPARTMENT OF STATE POLICE, BRIDGMAN - Addendum #1 to Lease #10216 approved by the State Administrative Board on July 17, 1995, Item #14, between Lake Charter Township, a Municipal Corporation, 3220 Shawnee Road, P.O. Box 818, Bridgman, MI 49106, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State Police, as Lessee, for 10,600 square feet of space located at 9301 Red Arrow Highway, Bridgman, MI 49106. This Addendum provides for modification of the time periods in the adjustment language regarding the base year and the payment of the lump sum. The annual per square foot rental rate is \$8.49 (\$7,500.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Addendum as to legal form.

Purpose/Business Case

The purpose of this Addendum is to modify the adjustment language timeframe for the base operating costs and the date for the payment of the lump sum.

Benefit

The benefit of this Addendum will be a more responsive calculation of the adjustments by the State during the term of the Lease. The Addendum also contains language updates and additions.

Source of Funds

100% General Fund

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Addendum will hinder the Department from being able to efficiently process adjustments and to update the language in the Lease.

Zip Code

49106

RENEWAL OF LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF STATE, PORT HURON - Renewal of Lease #6695 with Top Notch Investments, L.L.C., a Michigan Limited Liability Company, 3220 Erie Drive, Orchard Lake, Michigan 48324, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 2,585 square feet of office space located at 2887 Krafft Road, Suite 400, Port Huron, Michigan 48060. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning February 1, 2009, or upon substantial completion, is \$13.23 (\$2,850.87 per month). This rate does not include utilities, janitorial services and supplies and trash removal. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$15.27 (\$3,290.32 per month). This Lease contains a Standard cancellation clause with 120-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The location has been a branch office since 1986 and it continues to meet the needs of the Department.

Benefit

Renewal of this Lease allows the Department to provide continued service without interruptions and avoid relocation costs.

Funding Source

27% General Fund; 73% Restricted Funds

Commitment Level

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 120-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide service to the public at this location and could bring about increased costs if they are forced to relocate.

Zip Code

48060

13. DEPARTMENT OF TRANSPORTATION, TRAVERSE CITY - Renewal of Lease #10606 with Family Properties, LLC, a Michigan Limited Liability Company, 9572 East Bingham Road, Traverse City, Michigan 49684, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Transportation, as Lessee, for 7,476 square feet of office space located at 2084 North US-31 South, Traverse City, Michigan 49684. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2009, or upon substantial completion, is \$18.47 (\$11,506.37 per month). This rate does not include heating and electrical utilities, telecommunications systems and equipment and alarm system monitoring. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$22.40 (\$13,952.25 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is a renewal at an existing location which continues to meet the needs of the Department.

Benefit

Renewal of this Lease allows the Department to provide continued service without interruptions and avoid relocation costs. The rate is below current market rate for comparable space.

Funding Source

100% Restricted Funds

Commitment Level

Five years with one five-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide service to the public at this location and could bring about increased costs if they are forced to relocate.

Zip Code

49684

14. DEPARTMENT OF HUMAN SERVICES, CARO – Renewal of Lease #6987 with County of Tuscola, A Governmental Unit, 207 East Grant Street, Caro, Michigan 48723, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services as Lessee, for 15,436 square feet of office space located at 1365 Cleaver Road, Caro, Michigan 48723. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning November 1, 2008, or upon substantial completion, is \$17.33 (\$22,292.16 per month). Effective November 1, 2013 the annual per square foot

rental rate increases 3% every five years. This is a full service Lease. This Lease contains an Either Party cancellation clause with 365-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This office has been at this location since 1988 and continues to provide programs and services to the customers in Tuscola County.

Benefit

Renewal of this Lease allows the Department to continue providing uninterrupted services and avoid relocation costs.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

Twenty years; however, this Lease contains an Either Party cancellation clause with 365-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide service to the public at this location and could bring about increased costs if they are forced to relocate.

Zip Code

48723

15. DEPARTMENT OF HUMAN SERVICES, CLINTON TOWNSHIP - Renewal of Lease #10329 with Thirty-Fifth Macomb, a Michigan Limited Liability Company, 67 Lewiston Road, Grosse Pointe Farms, Michigan 48236, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 21,121 square feet of office space located at 19700 Hall Road, Clinton Township, Michigan 48038. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2009, or upon substantial completion, is \$20.86 (\$36,714.83 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$20.86 (\$36,714.83 per month). This Lease contains a Standard cancellation clause with 180-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This office provides services for the Foster Care program.

Benefit

Renewal of this Lease allows the Department to provide uninterrupted services and avoid relocation costs.

Funding Source

55% General Fund/General Purpose; 45% Restricted Funds

Commitment Level

Ten years; however, this Lease contains a Standard cancellation clause with 180-days notice.

Risk Assessment

Non-approval of this Lease continuing to provide service to the public at this location could bring about increased costs if they are forced to relocate.

Zip Code

48038

NEW LEASE FOR PRIVATE PROPERTY

16. DEPARTMENT OF TREASURY, INDEPENDENCE, OHIO - New Lease #11372 with 6100 Associates, Ltd., a Limited Liability Company, 23250 Chagrin Boulevard, Independence, Ohio 44122, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Treasury, as Lessee, for 2,418 square feet of office space located at 6100 Rockside Woods Boulevard, Independence, Ohio 44122. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning April 1, 2009, or upon substantial completion, is \$16.25 (\$3,274.38 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$18.00 (\$3,627.00 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease replaces Lease #7791 at 6900 Granger Road, Independence, Ohio which is subjected to excess noise and vibration levels from nearby freeways and railroad tracks. The new location is free of those chronic conditions.

Benefit

The new location provides a more suitable work environment for staff along with three months free rent. The new location also offers more square feet than the current location.

Funding Source

100% Restricted Funds

Commitment Level

Five years; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from relocating to a better work environment.

Zip Code

44131

17. DEPARTMENT OF ENERGY, LABOR AND ECONOMIC GROWTH, ALMA - New Lease #10794 with Gratiot-Isabella Regional Education Services District, A Governmental Unit, 1131 East Center Street, Ithaca, Michigan 48847, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Energy, Labor and Economic Growth, as Lessee, for 427 square feet of office space located at 327 East Center Street, Alma, Michigan 48801. The Lease is effective upon obtaining State Administrative Board approval and required signatures. The annual per square foot rental rate for this space beginning January 1, 2009, or upon substantial completion, is \$15.43 (\$548.88 per month). This is a full service Lease. This Lease contains one two-year renewal option with an annual per square foot rental rate of \$16.20 (\$576.45 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This new lease replaces a rental agreement at this location which continues to meet the needs of the Department and provides co-location with the Michigan Works! Agency.

Benefit

This Lease allows the Department to provide continued service without interruptions and avoid relocation costs.

Funding Source

100% Federal Funds

Commitment Level

Three years with one two-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from exercising its joint customer service partnership with the Michigan Works! Agency in a manner proven to be effective over the years and likely cause the Department to acquire alternative space to support operations.

Zip Code

48801

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Ms. MacDowell presented the Building Committee Report for the regular meeting of January 13, 2009. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held January 13, 2009, be approved and adopted with Items 2 and 3 withdrawn at the State Administrative Board meeting on January 20, 2009. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

January 20, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **January 13, 2009**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Steven Liedel, representing Approved _____
Governor Granholm

Others: Mike Green, Department of Corrections; Sergio Paneque, Department
of Information Technology; Sherry Bond, James Burris, Elise
Lancaster, Janet Rouse, Department of Management and Budget; Sharon
Maynard, Department of Natural Resources

The Finance and Claims Committee regular, supplemental, and second
supplemental agendas were presented.

Following discussion, Mr. Liedel moved that the regular, supplemental,
and second supplemental agendas be recommended to the State
Administrative Board for approval with Items 6(1), 6(3), and 7(2) of the
regular agenda and Items 4s(1) and 5s(1) of the supplemental agenda
withdrawn. The motion was supported by Ms. Lopez and unanimously
adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

1/12/09 12:00 version

FINANCE AND CLAIMS COMMITTEE

January 13, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 20, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

1. DEPARTMENT OF ATTORNEY GENERAL

- 1) left blank intentionally

2. DEPARTMENT OF CORRECTIONS

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|----|---|---|
| 1) | The JFA Institute
Washington, DC | NOT TO EXCEED
\$ 99,940.00 Total
FY09 100% General Fund
To provide an evaluation of the
Special Alternative
Incarceration Program |
| 2) | Integrated Strategies, Inc.
Okemos, MI | \$ 1,476,800.00 Total
FY09-10 100% General Fund
To provide a supply chain
consultant for the Michigan
State Industries |

3. DEPARTMENT OF EDUCATION

- 1) left blank intentionally

4. DEPARTMENT OF HUMAN SERVICES

- | | |
|---|--|
| 1) Heart of West Michigan
United Way
Grand Rapids, MI | NOT TO EXCEED
\$ 1,031,880.00 Total
FY09-11 100% Federal
Two-year, eight-month contract
for Before- or After-School
Services |
| United Methodist Community
House
Grand Rapids, MI | NOT TO EXCEED
\$ 421,522.00 Total
FY09-11 100% Federal
Two-year, eight-month contract
for Before- or After-School
Services |
| Jung Do Martial Arts
Academy, Inc.
Flint, MI | NOT TO EXCEED
\$ 647,118.00 Total
FY09-11 100% Federal
Two-year, eight-month contract
for Before- or After-School
Services |
| 2) Delta County Circuit Court,
Family Division
Escanaba, MI | NOT TO EXCEED
\$ 223,800.00 Total
FY09-11 100% Federal
Two-year, nine-month contract
for Day Treatment services for
delinquent youth |
| 3) Roscommon County Board
of Commissioners
Roscommon, MI | NOT TO EXCEED
\$ 179,375.00 Total
FY09-11 100% Federal
Two-year, eight-month,
nineteen-day contract for Day
Treatment services for youth |

4. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|----|--|---|
| 4) | Goodwill Industries of
Southeastern Michigan, Inc.
Adrian, MI | NOT TO EXCEED
\$ 137,506.00 Total
FY09-11 100% Federal
Two-year, nine-month contract
for Direct Support services |
| 5) | Various
PROFC Series | NOT TO EXCEED
\$ 553,060.00 Total
FY09-11 100% Federal
Two-year Prosecuting Attorney
contract for foster care |
| 6) | Michigan State University
Extension-Kalkaska County
Kalkaska, MI | NOT TO EXCEED
\$ 84,983.00 Total
FY09-11 100% Federal
Two-year, eight-month,
seventeen-day contract for
Direct Family Support services |
| 7) | Adoptive Family Support
Network
Grand Rapids, MI | NOT TO EXCEED
\$ 82,454.67 Total
FY09-11 100% Federal
Two-year, nine-month contract
for Adoption Support Services |
| 8) | Diane Peppler Resource Center
Sault Ste. Marie, MI | NOT TO EXCEED
\$ 257,903.00 Total
FY09-11 100% Federal
Two-year, eight-month, twelve-
day contract for Family Support
and Parent Nurturing Services |

5. DEPARTMENT OF NATURAL RESOURCES

- 1) left blank intentionally

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

6. DEPARTMENT OF CORRECTIONS

- 1) Various Substance Abuse \$ 3,794,483.00 Amendment
Treatment Services \$ 67,076,674.00 New Total
(Listing on file) **FY09** 100% General Fund
Additional funds to provide
substance abuse treatment
services
- 2) LocumTenens.com \$ 1,500,000.00 Amendment
Alpharetta, GA \$ 3,000,000.00 New Total
FY09 100% General Fund
Additional funds to provide
psychiatric services for the
Huron Valley Complex
- 3) West Michigan Therapy, Inc. \$ 30,000.00 Amendment
Muskegon, MI \$ 510,000.00 New Total
FY09 100% General Fund
Additional funds to provide
Substance abuse treatment to
prisoners, parolees and
probationers

7. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

- 1) Barbara Johannessen \$ 0.00 Amendment
Mediation Specialists, Inc. \$ 5,000.00 New Total
Rochester Hills, MI For a three-month, fifteen-day
extension of the contract for
services of an impartial
hearing officer so possible
case settlement can be explored
- 2) Karen Wildmo \$ 21,600.00 Amendment
Flint, MI \$ 43,200.00 New Total
FY09 100% Restricted Funds
Additional funding to extend
the term of this contract three
months to prevent a disruption
in legally-mandated services
for registering living care
entities under the Living Care
Disclosure Act, PA 440 of 1976

8. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|---|--|
| 1) | Various PROFCS Series
(Listing on file) | \$ 633,094.00 Amendment
\$ 967,342.76 New Total
FY09-10 100% Federal
Additional funds due to rate
increase for reimbursement to
county prosecuting attorney
offices for foster care
representation |
| 2) | United Way of Manistee
County
Manistee, MI | \$ 19,740.00 Amendment
\$ 70,210.00 New Total
FY09-10 100% Federal
Additional SF/SC funding added
per final allocation |
| 3) | Lutheran Child & Family
Services
Bay City, MI | \$ 38,250.00 Amendment
\$ 102,000.00 New Total
FY09-11 100% Federal
Additional funding to provide
services due to an increase in
clients served |
| 4) | Catholic Family Services
Kalamazoo, MI | \$ 40,002.00 Amendment
\$ 169,036.00 New Total
FY09-10 100% Federal
Additional funding to add
increased service |
| 5) | Regents of the University
of Michigan
Ann Arbor, MI | \$ 50,000.00 Amendment
\$ 200,000.00 New Total
FY09 75% Federal/25% GF
Additional funds to add
training at a reduced rate |

9. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|---|---|
| 1) | Michigan State University
East Lansing, MI | \$ 900,000.00 Amendment
\$ 1,400,000.00 New Total
FY09-12 70% State Restricted
and 30% GF/GP
Increased funds for additional
lab testing and monitoring for
chronic wasting disease |
|----|---|---|

9. DEPARTMENT OF NATURAL RESOURCES continued

2)	Razor Construction	\$ 221,000.00	Amendment
	Fredric, MI	\$ 297,405.00	New Total
		FY09	100% State Restricted
		Increased funds for additional trail grooming	

SECTION III - AGENCY SUBMITTED - NEW GRANTS

10. DEPARTMENT OF AGRICULTURE

1)	Mackinac County Sheriff's Office	\$ 85,000.00	Total
	St Ignace, MI	FY09	35% Federal
		65% GF/GP	
		Assistance to regulate and monitor movement of livestock across the Mackinac Bridge	

11. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1)	Statewide Workforce Development Boards (Listing on file)	\$ 1,000,000.00	Total
		FY09	100% Federal Funds
		Grantees will receive Federal Workforce Investment Act formula funding for exemplary performance to be utilized toward any program authorized under WIA Title 1B	

12. DEPARTMENT OF HUMAN SERVICES

1)	Mentor Michigan	\$ 50,000.00	Total
	Lansing, MI	FY09	100% GF
		Nine-month grant to provide support services to the Mentor Michigan Program	

13. DEPARTMENT OF NATURAL RESOURCES

1)	Various Off-road Vehicle Grants (Listing on file)	\$ 1,622,669.00	Total
		FY09-10	100% State Restricted
		Funding for maintenance and improvements to State-designated trails	

13. DEPARTMENT OF NATURAL RESOURCES continued

- 2) The Regents of the University \$ 82,732.00 Total
of Michigan **FY09-10** 100% State Restricted
Ann Arbor, MI Funding for fisheries habitat
improvement on Michigan's lakes
and streams
- 3) Grand Valley State University \$ 75,085.00 Total
Grand Rapids, MI **FY09-10** 100% State Restricted
Funding for fisheries habitat
improvement on Michigan's lakes
and streams

14. DEPARTMENT OF STATE

- 1) Michigan Association of NOT TO EXCEED
County Clerks \$ 95,000.00 Total
Ludington, MI **FY09** 100% Restricted Funds
Grant funds to provide notary
education and training for
county clerks and their staff

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

15. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

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15. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH continued

2) Left Intentionally Blank

SECTION V - DMB SUBMITTED - NEW CONTRACTS

16. DEPARTMENT OF ENERGY, LABOR, AND ECONOMIC GROWTH

1)	Allie Brothers of Livonia Livonia, MI	\$ 24,408.00 (3 years) FY09-12 100% Federal Funds 071B92000094/071I9200095 Steel-toed Boots, Work Boots, and Nursing Shoes for the Michigan Career and Technical Institute (Items 1 + 5)
	Nye Uniform Grand Rapids, MI	\$ 26,653.20 (3 years) FY09-12 100% Federal Funds 071B92000094/071I9200095 Steel-toed Boots, Work Boots, and Nursing Shoes for the Michigan Career and Technical Institute (Items 2, 3, + 4)

17. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Deloitte & Touche LLP Grand Rapids, MI	\$ 500,000.00 (3 years) FY09-12 100% General Funds 071I7200167 Enterprise Identity and Access Management Environment
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17. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

- 2) Lazer Technologies
(Christopher Bateman)
Southfield, MI

NOT TO EXCEED
\$ 187,200.00 (1 year)
FY09 100% Revolving Funds
071I9200043 For a Technology
Consultant to assist the
Department of Information
Technology and
Telecommunications with
delivery of telephony services
to State agency customers

- 3) WebZion, LLC
(Niharika Gangula)
Farmington Hills, MI

NOT TO EXCEED
\$ 114,400.00 (1 year)
FY09 100% Restricted Funds
071I9200019 For a Programmer/
Analyst to assist the
Department of Labor and
Economic Growth, Bureau of
Commercial Services, with
development of the Corporation
Division information system

18. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Magellan Behavioral
Farmington Hills, MI

\$ 33,333,333.33 (2 years)
FY09-12 100% Restricted Funds
071I8200106 Mental Health and
Substance Abuse Administration
Services for the Civil Service
Commission

19. DEPARTMENT OF NATURAL RESOURCES

- 1) Birchler Arroyo
Lathrup Village, MI

\$ 49,400.00 (1 year)
FY09-10 100% Other Funds
071I9200018 Planning
Consultant for Trail Assessment
Services

20. DEPARTMENT OF STATE POLICE

1)	Allie Brothers of Livonia Livonia, MI	\$ 171,690.00 (3 years) FY09-12 100% General Funds 071I8200225 Fatigue Uniforms
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21. DEPARTMENT OF TRANSPORTATION

1)	Carrier & Gable, Inc. Farmington Hills, MI	\$ 403,342.75 (5 years) FY09-14 100% Restricted Funds 071I9200041 Illuminated Case Signs for Traffic & Safety
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22. DEPARTMENT OF TREASURY

1)	TIA-CREF Tuition Financing New York, NY	\$ 34,079,975.46 (5 years) FY09-14 100% Self Funded 071I8200185 Advisor-Sold Michigan Education Savings Program
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SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

23. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RE:START Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
Information Technology for
various departments**

1)	ARM Consulting (Mark Miller) Byron, MI	\$ 220,000.00 Amendment \$ 660,000.00 New Total FY09 24% General Funds 76% Restricted Funds 071B7200110 Additional funding for a one-year option to the contract for a Senior Project Manager to assist the Civil Service Commission as a part of ongoing Human Resources Management Network (HRMN) development and process reengineering
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23. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- | | | |
|----|---|---|
| 2) | ARM Consulting
(Chad Dirst)
(Michael Bachelder)
Byron, MI | \$ 478,400.00 Amendment
\$ 1,435,200.00 New Total
FY09 24% General Funds
76% Restricted Funds
071B7200109 Additional funding
for a one-year option to the
contracts for two Senior
Project Managers to assist the
Civil Service Commission as a
part of ongoing Human Resources
Management Network (HRMN)
development and process
reengineering |
| 3) | Keane, Incorporated
(Joanne Chang)
Southfield, MI | \$ 187,200.00 Amendment
\$ 374,400.00 New Total
FY09 100% Restricted Funds
071B8200092 Additional funding
for a one-year option to the
contract for a Technology
Consultant to assist the
Michigan State Police with the
Sex Offender Registry
Enhancement Project and its
interface with Criminal History
Records and the electronic data
imaging, storage and retrieval
of registration documents for
courts and record maintenance
purposes mandated by federal
law |
| 4) | Saber Software, Inc. dba
Saber Government Solutions
(Art Brandt)
Lansing, MI | \$ 239,200.00 Amendment
\$ 427,920.00 New Total
FY09 100% Restricted Funds
071B8200278 Additional funding
for a Technology Consultant to
assist in the Technical
Services Division within the
Department of Information
Technology, Technical and Data
Center Services |

24. DEPARTMENT OF MANAGEMENT AND BUDGET

1) Pierce, Monroe & Associates NOT TO EXCEED
LLC \$ 75,000.00 Amendment
Detroit, MI \$ 150,000.00 New Total
FY09 100% General Funds
071B8200246 Additional funds
for Consulting Services for the
Michigan Urban Policy
Initiative

25. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1) Trettco, Inc. \$ 1,008,000.00 Amendment
Farmington Hills, MI \$ 4,043,172.60 New Total
FY09-10 34% Federal, 34% GF,
32% Restricted Funds
071B6200150 Additional funds
for a one-year option to the
contract for Food Services at
the D. J. Jacobetti Home for
Veterans

26. DEPARTMENT OF STATE POLICE

1) The Bode Technology Group \$ 1,100,000.00 Amendment
Inc. \$ 3,635,100.00 New Total
Springfield, VA **FY09** 100% Federal Funds
071B4200019 Additional funds
for DNA Analysis, Casework
Samples, Statewide

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

27. DEPARTMENT OF COMMUNITY HEALTH

1) Jeffory Waller \$ 89.50

The claimant (08-SAB-178) requests \$89.50 reimbursement for his eyeglasses broken while performing his job. The Department recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Edward Allen #147678 \$ 62.47

The claimant (07-SAB/DOC-003) requests \$62.47 reimbursement for his tapes ordered and never received. The Department recommends denial of this claim.

- 2) Steve Bails, Jr. #273108 \$193.86

The claimant (07-SAB/DOC-248) requests \$193.86 reimbursement for his prayer rug, cosmetics, and TV lost while under control of the Department. The Department recommends denial of this claim.

- 3) Roger Bearinger #389654 \$142.50

The claimant (08-SAB/DOC-451) requests \$142.50 reimbursement for his TV lost during transfer. The Department recommends approval of this claim.

- 4) Robert Benton #147284 Unspecified

The claimant (07-SAB/DOC-290) requests an unspecified amount of reimbursement for his footlocker damaged during a shakedown. The Department recommends denial of this claim.

- 5) Howard Jack-Bey #168807 \$207.95

The claimant (07-SAB/DOC-306) requests \$207.95 reimbursement for his typewriter damaged during a shakedown. The Department recommends denial of this claim.

- 6) Terrill Bird #397960 \$ 30.00

The claimant (08-SAB/DOC-415) requests \$30.00 reimbursement for his transcripts. The Department recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS continued

- 7) David Black #231862 \$160.06

The claimant (08-SAB/DOC-026) requests \$ 160.06 reimbursement for his TV damaged during transfer. The Department recommends approval of this claim.

- 8) Charles Bloodworth #172992 \$ 11.65

The claimant (08-SAB/DOC-442) requests \$11.65 reimbursement for his diabetes alert medical bracelet lost while under control of the Department. The Department recommends approval of this claim.

- 9) Tracy Boone #196069 \$ 8.00

The claimant (07-SAB/DOC-255) requests \$8.00 reimbursement for his personal clothing lost when sent to MSI laundry. The Department recommends denial of this claim.

- 10) Tracy Boone #196069 \$ 11.87

The claimant (07-SAB/DOC-207) requests \$11.87 reimbursement for his headphones taken by staff. The Department recommends denial of this claim.

- 11) Marvin Bradley #530014 \$ 34.10

The claimant (08-SAB/DOC-086) requests \$34.10 reimbursement for his radio lost while under control of the Department. The Department recommends approval of this claim.

- 12) Rodney Branham #154900 \$254.50

The claimant (07-SAB/DOC-210) requests \$254.50 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

- 13) D'Andre Calloway #183467 \$283.00

The claimant (07-SAB/DOC-307) requests \$283.00 reimbursement for his TV, tape player, and typewriter taken by staff. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

- 14) Donald Davie #290842 \$ 15.99

The claimant (05-SAB/DOC-466) requests \$15.99 reimbursement for his beard trimmers damaged while under control of the Department. The Department recommends denial of this claim.

- 15) James Davis #155044 \$ 75.00

The claimant (07-SAB/DOC-292) requests \$75.00 reimbursement for numerous items destroyed by staff. The Department recommends denial of this claim.

- 16) James Davis #155044 \$999.99

The claimant (07-SAB/DOC-258) requests \$999.99 reimbursement for his deteriorating health. The Department recommends denial of this claim.

- 17) Clifford Disney #173952 \$ 6.04

The claimant (07-SAB/DOC-315) requests \$6.04 reimbursement for being overcharged for outgoing registered mail. The Department recommends denial of this claim.

- 18) Clifford Disney #173952 \$ 73.38

The claimant (07-SAB/DOC-316) requests \$73.38 reimbursement for bonus pay he should have received for October-December 2006. The Department recommends denial of this claim.

- 19) Clifford Disney #173952 \$999.99

The claimant (07-SAB/DOC-317) requests \$999.99 reimbursement for lost wages and retaliation/discrimination by staff. The Department recommends denial of this claim.

- 20) Robert Faulkner #181115 \$198.00

The claimant (07-SAB/DOC-079) requests \$198.00 reimbursement for his footlocker, boots, and unused store goods stolen while under control of the Department. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

21) Gene Favors #159735 \$500.00

The claimant (07-SAB/DOC-254) requests \$500.00 reimbursement for a money order not allowed to be sent to family. The Department recommends denial of this claim.

22) Norman Fox #434229 \$ 26.69

The claimant (07-SAB/DOC-152) requests \$26.69 reimbursement for his boots destroyed while under control of the Department. The Department recommends denial of this claim.

23) Ivan Gollman #446416 \$ 13.99

The claimant (07-SAB/DOC-291) requests \$13.99 reimbursement for his beard trimmers lost while under control of the Department. The Department recommends denial of this claim.

24) Andrew Harris #168417 \$ 48.77

The claimant (07-SAB/DOC-078) requests \$48.77 reimbursement for his personal property. The Department recommends approval of \$7.50 for this claim.

25) Saulo Hernandez #653778 \$ 25.43

The claimant (08-SAB/DOC-419) requests \$25.43 reimbursement for his tennis shoes lost while under control of the Department. The Department recommends approval of this claim.

26) Christopher Hernton #360332 \$107.50

The claimant (05-SAB/DOC-043) requests \$107.50 reimbursement for his TV damaged while under control of the Department. The Department recommends denial of this claim.

27) Robert Hessell #388494 \$151.16

The claimant (08-SAB/DOC-247) requests \$151.16 reimbursement for his color TV damaged during transfer. The Department recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS continued

28) Timothy Holden #202121 \$142.50

The claimant (08-SAB/DOC-460) requests \$142.50 reimbursement for his TV that was damaged during transfer. The Department recommends approval of this claim.

29) Jason Hoover #367280 \$ 12.40

The claimant (07-SAB/DOC-222) requests \$12.40 reimbursement for his radio tape player lost while under control of the Department. The Department recommends denial of this claim.

30) John Houston #193234 \$600.00

The claimant (07-SAB/DOC-104) requests \$600.00 reimbursement for his Playboy magazine he alleges staff stole. The Department recommends denial of this claim.

31) James Jenkins #250662 \$ 42.00

The claimant (07-SAB/DOC-107) requests \$42.00 reimbursement for items stolen from his locker while under control of the Department. The Department recommends denial of this claim.

32) Larry Jones #640837 \$ 9.99

The claimant (08-SAB/DOC-469) requests \$9.99 reimbursement for his magazine lost while under control of the Department. The Department recommends approval of this claim.

33) William Jones #520305 \$ 25.43

The claimant (08-SAB/DOC-272) requests \$25.43 reimbursement for his tennis shoes ordered and never received. The Department recommends approval of this claim.

34) Malona Kinder #150437 \$226.33

The claimant (07-SAB/DOC-205) requests \$226.33 reimbursement for his headphones, coat, 5 tapes, and store items stolen while under control of the Department. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

35) Patrick Kinney #253729 \$999.99

The claimant (07-SAB/DOC-267) requests \$999.99 reimbursement for his university correspondence course certificate damaged while under control of the Department. The Department recommends denial of this claim.

36) John McMurry #223416 \$100.00

The claimant (07-SAB/DOC-385) requests \$100.00 reimbursement for his footlocker damaged during transfer. The Department recommends denial of this claim.

37) Casper Maniaci #378646 \$208.64

The claimant (07-SAB/DOC-381) requests \$208.64 reimbursement for his watch, 11 tapes, tape player, adaptor, headphones, batteries, and ear buds lost while under control of the Department. The Department recommends denial of this claim.

38) Arthur Massenburg #169941 \$ 42.90

The claimant (08-SAB/DOC-150) requests \$42.90 reimbursement for a chess set ordered and never received. The Department recommends approval of this claim.

39) Raymond Milwood #394932 \$230.42

The claimant (08-SAB/DOC-423) requests \$230.42 reimbursement for his TV, beard trimmers, headphones, and radio tape player ordered and never received. The Department recommends approval of this claim.

40) Thomas Moriarty #517727 \$ 37.00

The claimant (08-SAB/DOC-061) requests \$37.00 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS continued

41) Martin Moss #183203 \$ 65.00

The claimant (08-SAB/DOC-021) requests \$65.00 reimbursement for his headphones and 7 tapes lost while under control of the Department. The Department recommends approval of \$82.62 for this claim.

42) Tonny Norris #165795 \$154.96

The claimant (07-SAB/DOC-389) requests \$154.96 reimbursement for his TV and legal papers destroyed while under control of the Department. The Department recommends denial of this claim.

43) Theodore Novak #251175 \$ 5.00

The claimant (07-SAB/DOC-289) requests \$5.00 reimbursement for his ID lost after a shakedown. The Department recommends denial of this claim.

44) Billy Paige #211567 \$ 4.98

The claimant (07-SAB/DOC-373) requests \$4.98 reimbursement for postage to mail items to Mr. Cox. The Department recommends denial of this claim.

45) Robert Pann #254048 \$407.65

The claimant (07-SAB/DOC-081) requests \$407.65 reimbursement for his TV and typewriter lost while under control of the Department. The Department recommends denial of this claim.

46) Robert Perez #254248 \$151.59

The claimant (07-SAB/DOC-228) requests \$151.59 reimbursement for 7 personal photos missing while under control of the Department. The Department recommends denial of this claim.

47) Timothy Puckett #483123 \$ 7.30

The claimant (07-SAB/DOC-430) requests \$7.30 reimbursement for his shower shoes and legal material lost while under control of the Department. The Department recommends approval of \$27.76 for this claim.

28. DEPARTMENT OF CORRECTIONS continued

48) David Reed #577276 \$ 93.50

The claimant (07-SAB/DOC-116) requests \$93.50 reimbursement for his store items stolen while under control of the Department. The Department recommends denial of this claim.

49) Jamillah Reed #253219 \$ 91.50

The claimant (07-SAB/DOC-102) requests \$91.50 reimbursement for her TV damaged while under control of the Department. The Department recommends denial of this claim.

50) Frank Reiss #154349 \$159.94

The claimant (08-SAB/DOC-129) requests \$159.94 reimbursement for his color TV damaged while staff was performing a shakedown. The Department recommends approval of this claim.

51) Leonard Rilett #204280 \$ 22.44

The claimant (08-SAB/DOC-421) requests \$22.44 reimbursement for his TV accidentally damaged by staff. The Department recommends approval of \$36.76 for this claim.

52) John Rocha #210727 \$174.00

The claimant (08-SAB/DOC-465) requests \$174.00 reimbursement for his TV damaged during transfer. The Department recommends approval of \$131.20 for this claim.

53) Rene Rodriguez #217012 \$ 25.47

The claimant (08-SAB/DOC-461) requests \$25.47 reimbursement for his set of prism color pencils and eraser sticks that were missing from his hobby craft items. The Department recommends approval of this claim.

54) John Saatio #275098 \$ 33.00

The claimant (07-SAB/DOC-209) requests \$33.00 reimbursement for his radio and tape player not packed by staff. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

55) Carl Scott #167328 \$ 44.79

The claimant (07-SAB/DOC-256) requests \$44.79 reimbursement for his clothing lost in the laundry. The Department recommends denial of this claim.

56) Eric Simon #213423 \$250.00

The claimant (07-SAB/DOC-363) requests \$250.00 reimbursement for his trial transcripts, appellate briefs, psychological evaluations, and appellate attorney letters lost while under control of the Department. The Department recommends denial of this claim.

57) Joseph Skipper #244675 \$ 20.00

The claimant (07-SAB/DOC-013) requests \$20.00 reimbursement for several pictures he cut from magazines and personal pictures. The Department recommends denial of this claim.

58) Allan Slater #635031 \$ 34.98

The claimant (08-SAB/DOC-445) requests \$34.98 reimbursement for his tape player lost while under control of the Department. The Department recommends approval of this claim.

59) David Stewart #173012 \$156.00

The claimant (07-SAB/DOC-080) requests \$156.00 reimbursement for numerous personal items allegedly not packed by staff when transferred. The Department recommends denial of this claim.

60) Quincy Thornton #158154 \$100.00

The claimant (07-SAB/DOC-322) requests \$100.00 reimbursement for numerous items lost while under control of the Department. The Department recommends denial of this claim.

61) Michael Tolliver #154019 \$999.99

The claimant (07-SAB/DOC-312) requests \$999.99 reimbursement for his radio and tape player while under control of the Department. The Department recommends denial of this claim.

28. DEPARTMENT OF CORRECTIONS continued

62) Robert Van Diver #220390 \$ 60.00

The claimant (08-SAB/DOC-017) requests \$60.00 reimbursement for his boxer shorts, t-shirts, socks, toiletries, and bowls while under control of the Department. The Department recommends denial of this claim.

63) Eric VanOmmeren #242637 \$163.90

The claimant (08-SAB/DOC-440) requests \$163.90 reimbursement for his TV damaged during transfer. The Department recommends approval of \$130.26 for this claim.

64) Anthony Vassallo #446384 \$ 97.90

The claimant (07-SAB/DOC-234) requests \$97.90 reimbursement for shoes, headphones, towel, and envelopes lost while under control of the Department. The Department recommends denial of this claim.

65) Karl Vinson #183877 \$196.00

The claimant (07-SAB/DOC-278) requests \$196.00 reimbursement for his tapes, tape case, and shoes lost while under control of the Department. The Department recommends denial of this claim.

66) Eugene Williams #570886 \$ 31.55

The claimant (08-SAB/DOC-136) requests \$31.55 reimbursement for his t-shirts, watch battery and beard trimmers ordered and never received. The Department recommends approval of this claim.

67) Willie Williams #314590 \$ 6.02

The claimant (08-SAB/DOC-467) requests \$6.02 reimbursement for his padlock thrown away by staff. The Department recommends approval of this claim.

28. DEPARTMENT OF CORRECTIONS continued

68) Jeffrey Woodward #159374 \$ 28.00

The claimant (07-SAB/DOC-247) requests \$28.00 reimbursement for his radio taken by staff. The Department recommends denial of this claim.

29. DEPARTMENT OF HUMAN SERVICES

1) Fran Firman \$801.64

The claimant (08-SAB-171) requests \$801.64 reimbursement for damage to her vehicle while parked in a hotel parking lot while on State business. The Department recommends approval of \$801.42 for this claim.

30. DEPARTMENT OF NATURAL RESOURCES

1) Alisa Brayton \$999.99

The claimant (08-SAB-160) requests \$999.99 reimbursement for damage to her vehicle when she hit a deer. The Department recommends denial of this claim.

2) James Gerlach \$999.99

The claimant (08-SAB-155) requests \$999.99 reimbursement for damage to his boat at the Port Austin Harbor. The Department recommends denial of this claim.

3) Greg Persons \$608.50

The claimant (08-SAB-114) requests \$608.50 reimbursement for damage to his jet ski when he allegedly was instructed to use the spillway. The Department recommends denial of this claim.

4) James Siatczynski \$999.99

The claimant (08-SAB-114) requests \$999.99 reimbursement for injury to his thumb and his camera when a floating dock collapsed as he tried to get onto it. The Department recommends denial of this claim.

31. DEPARTMENT OF STATE

- 1) John Gallombardo \$157.00

The claimant (08-SAB-154) requests \$157.00 reimbursement for towing charges as a result of Secretary of State error. The Department recommends denial of this claim.

32. DEPARTMENT OF STATE POLICE

- 1) James R. Scheel \$529.00

The claimant (08-SAB-117) requests \$529.00 reimbursement for damage to his vehicle when the K-9 unit let their dog scratch his vehicle. The Department recommends approval of this claim.

33. DEPARTMENT OF TRANSPORTATION

- 1) Linda Chavous \$200.00

The claimant (08-SAB-152) requests \$200.00 reimbursement for damage to her tires after running over screws on the roadway. The Department recommends denial of this claim.

- 2) Ren F. Duarte \$500.00

The claimant (08-SAB-175) requests \$500.00 reimbursement for damage to his vehicle when barrels were not placed correctly. The Department recommends approval of this claim.

- 3) Latitude Subrogation as \$999.99
subrogee of Eugene Erickson

The claimant (08-SAB-174) requests \$999.99 reimbursement for damage when an alleged Michigan Department of Transportation sign fell on his vehicle. The Department recommends denial of this claim.

- 4) Becky Martin \$741.39

The claimant (08-SAB-177) requests \$741.39 reimbursement for paint on her vehicle while traveling on M-23. The Department recommends approval of this claim.

33. DEPARTMENT OF TRANSPORTATION continued

5) Jacqueline Rowland \$550.00

The claimant (08-SAB-156) requests \$550.00 reimbursement for her insurance deductible when an Department of Transportation employee backed into her. The Department recommends approval of this claim.

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

34. DEPARTMENT OF CORRECTIONS

Reports an emergency contract for \$57,448.40 with Young Supply Co. for a replacement freezer for the Jackson Regional Warehouse.

35. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed \$250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien:

\$ 258.83 at 6068 Morningstar, Twin Lake, MI

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L
A G E N D A

1/12/09 5:15 version

FINANCE AND CLAIMS COMMITTEE

January 13, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 20, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

1s. DEPARTMENT OF AGRICULTURE

1)	Jayson Promotions, Inc. Hendersonville, TN	\$ 100,000.00 Amendment \$ 116,000.00 New Total FY09 100% Restricted Funds Additional funding so entertainers can be booked for the current fiscal year's Upper Peninsula State Fair
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SECTION III - AGENCY SUBMITTED - NEW GRANTS

2s. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND

1)	Sakti3 LLC Ann Arbor, Mi	\$ 3,000,000.00 Total FY09-12 100% 21 st Century Jobs Trust Fund Centers of Energy Excellence Program Grant funds for battery research, development, and manufacturing
----	-----------------------------	--

2s. DEPARTMENT OF TREASURY/MICHIGAN STRATEGIC FUND continued

2)	Swedish Biogas International Linkoping, Sweden	\$ 4,000,000.00	Total FY09-12 100% 21 st Century Jobs Trust Fund Centers of Energy Excellence Program Grant funds to establish a waste-to-bio- methane production plant at the City of Flint's Waste Water Treatment Facility
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SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

3s. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Arthur J. Gallagher & Company of MI, Inc. St. Clair Shores, MI	\$ 80,000.00 \$ 440,000.00	Amendment New Total FY09-10 100% Revolving Funds 071B5200271 Additional funds for a one-year option to the contract for Insurance and Risk Management Services
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4s. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1)	Metropolitan Uniform Company Detroit, MI	\$ 86,935.00 \$ 1,488,322.70	Amendment New Total FY09 100% Restricted Funds 071B6200245 Additional funds from a grant for Uniforms for the Michigan Youth Challenge Academy
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Withdrawn

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

5s. DEPARTMENT OF NATURAL RESOURCES

- 1) Requests approval to transfer the inland Fisheries Grant (IFG-09-006) from the Nature Conservancy to the Berrien County Unified Redevelopment Authority (BCBRA).

Withdrawn

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

**S E C O N D
S U P P L E M E N T A L
A G E N D A**

1/12/09 4:10 version

FINANCE AND CLAIMS COMMITTEE

January 13, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

January 20, 2009, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
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SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

SECTION III - AGENCY SUBMITTED - NEW GRANTS

1s. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|---|
| 1) | American College of Emergency
Physicians - MI Chapter
Lansing, MI | \$ 50,000.00 Total
FY08-09 100% Federal Funds
Nine-month grant agreement to
provide funding for
coordinating a Behavioral
Health/Emergency Preparedness
conference |
| 2) | District Health Department
Number 2
West Branch, MI | \$ 150,000.00 Total
FY08-09 50% Federal Funds
16.67% State GF 33.33% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 3) | District Health Department
Number 4
Alpena, MI | \$ 151,025.00 Total
FY08-09 49.66% Federal Funds
16.55% State GF 33.79% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |

1s. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|----|---|---|
| 4) | The Yuinon, Inc.
Detroit, MI | \$ 162,633.00 Total
FY08-09 46.12% Federal Funds
15.37% State GF 38.51% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 5) | St. John Community Investment Corp.
Warren, MI | \$ 156,101.00 Total
FY08-09 48.05% Federal Funds
16.01% State GF 35.94% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 6) | South Side Community Coalition
Lansing, MI | \$ 153,698.00 Total
FY08-09 48.80% Federal Funds
16.26% State GF 34.94% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 7) | Catholic Charities West Michigan
Muskegon, MI | \$ 151,293.00 Total
FY08-09 49.58% Federal Funds
16.52% State GF 33.90% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 8) | Tuscola Intermediate School District
Caro, MI | \$ 150,000.00 Total
FY08-09 50.00% Federal Funds
16.67% State GF 33.33% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |

1s. DEPARTMENT OF COMMUNITY HEALTH continued

- | | | |
|-----|---|---|
| 9) | County of Jackson
Jackson, MI | \$ 112,500.00 Total
FY08-09 50.00% Federal Funds
16.67% State GF 33.33% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |
| 10) | Wedgwood Christian Services
Grand Rapids, MI | \$ 150,000.00 Total
FY08-09 50.00% Federal Funds
16.67% State GF 33.33% Local
Nine-month grant agreement to
provide funding for community
based abstinence education for
12-21 year olds |

SECTION IV - AGENCY SUBMITTED - GRANT CHANGES

2s. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Planned Parenthood of
Mid and South MI
Ann Arbor, MI | \$ 567,103.00 Amendment
\$ 6,577,575.00 New Total
FY08-09 32% Federal Funds
16% State Restricted
52% Local
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential maternal/
infant deaths and diseases |
| 2) | Planned Parenthood of East
Central MI
Flint, MI | \$ 163,360.00 Amendment
\$ 1,048,133.00 New Total
FY08-09 27% Federal Funds
13% State Restricted
60% Local
Additional funds for a one-year
grant agreement to enable
clients to determine the number
and spacing of their children
and avert potential maternal/
infant deaths and diseases |

2s. DEPARTMENT OF COMMUNITY HEALTH continued

- 3) Planned Parenthood of South Central MI
Kalamazoo, MI \$ 288,678.00 Amendment
\$ 2,240,038.00 New Total
FY08-09 9% Federal Funds
26% State Restricted
65% Local
Additional funds for a one-year grant agreement to enable clients to determine the number and spacing of their children and avert potential maternal/infant deaths and disease
- 4) Planned Parenthood of West and Northern MI
Grand Rapids, MI \$ 479,420.00 Amendment
\$ 2,624,454.00 New Total
FY08-09 14% Federal Funds
24% State GF
8% State Restricted
54% Local
Additional funds for a one-year grant agreement to enable clients to determine the number and spacing of their children and avert potential maternal/infant deaths and diseases
- 5) Northern MI Substance Abuse Services, Inc.
Gaylord, MI \$ 95,802.00 Amendment
\$ 11,410,026.00 New Total
FY08-09 41.59% Federal
10.40% State GF 3.02% Fees
21.39% Local 23.61% Other
Additional funds for a one-year grant agreement to administer and purchase substance abuse treatment and prevention services

2s. DEPARTMENT OF COMMUNITY HEALTH continued

- 6) Michigan Physical Fitness \$ 381,991.00 Amendment
Health Sports Foundation \$ 6,556,772.00 New Total
Lansing, MI **FY08-09** 2% Fees and Collections
32% State Restricted
10% Local 55% Federal
1% Other
Additional funds for one-year
grant agreement to provide
funding to assist several
Michigan communities for the
development of an active
community and promote physical
education
- 7) Alternatives for Girls \$ 67,500.00 Amendment
Detroit, MI \$ 90,000.00 New Total
FY08-09 100% Federal
Additional funds for one-year
grant agreement to provide
funding for HIV/AIDS
counseling, testing and
referral services for high risk
populations
- 8) Michigan AIDS Fund \$ 30,000.00 Amendment
Southfield, MI \$ 279,760.00 New Total
FY08-09 100% State Restricted
Additional funds for one-year
grant agreement to provide
funding for HIV/AIDS prevention
initiatives
- 9) Tri-County Emergency Medical \$ 47,500.00 Amendment
Control Authority \$ 1,051,188.00 New Total
Lansing, MI **FY08-09** 100% Federal Funds
Additional funds for a one-year
grant agreement to provide
funding for regional medical
bio-defense networks

2s. DEPARTMENT OF COMMUNITY HEALTH continued

10) Health Emergency Management	\$ 165,949.00	Amendment
Services, Inc.	\$ 3,602,752.00	New Total
Wayne, MI	FY08-09	100% Federal Funds
	Additional funds for a one-year	
	grant agreement to provide	
	funding for regional medical	
	bio-defense networks	

SECTION V - DMB SUBMITTED - NEW CONTRACTS

SECTION VI - DMB SUBMITTED - CONTRACT CHANGES

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Sections I, II, III, IV, V, and VI of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of January 13, 2009. After review of the foregoing Finance and Claims Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held January 13, 2009, be approved. The motion was supported by Mr. Hank and unanimously approved.

APPROVED

January 20, 2009

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Transportation and Natural Resources**
Committee was held at **3:30 p.m.** on **January 14, 2009**. Those present
being:

Chairperson: Duane Berger, representing Approved _____
Secretary of State Land

Member: Corina Andorfer, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Tom Graf, Department of Environmental Quality; Sherry Bond, Janet
Rouse, Department of Management and Budget; Julie Baldwin, Mike
Blackledge, Connie Hanrahan, Katherine Hulley, Amy Meldrum, Wayne
Roe, Jr., Betsy Steudle, Mark VanPortFleet, Karen Watson,
Department of Transportation

There was no Department of Natural Resources agenda presented.

The Department of Environmental Quality agenda was presented.

Following discussion, Mr. Shell moved that the Environmental Quality
agenda be recommended to the State Administrative Board for approval.
Supported by Ms. Andorfer, the motion was unanimously adopted.

The Department of Transportation regular agenda was presented.

Correspondence was received from Kirk T. Steudle, the Director of
the Department of Transportation, regarding an emergency contract
for \$58,630.00 with Kalin Construction for repairs to a storm
water retention pond on Northbound US-131 in Berrien County.

Correspondence was received from Wayne Roe, Jr., Administrator of the
Contract Services Division, requesting approval to allow MDOT to
award "on-demand" contracts with consultant firms (Items 55, 56, 57,

and 58 of the regular agenda) to provide engineering services for the development of design/build road construction projects due to possible federal funds for road construction projects as part of the federal economic stimulus package.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Items 24, 32, and 33 of the regular agenda contingent upon approval by the Office of Commission Audit. Supported by Ms. Andorfer, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

January 14, 2009

State Administrative Board

January 20, 2009

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

SUBMERGED LANDS

1. Proposed Private Use Agreement (0.25 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Lucille Beuthin (DEQ File LH 489)

Consideration: \$500 fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325, Great Lakes Submerged Lands, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Part 325).
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$500 fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

2. Proposed Private Use Agreement (0.24 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Paul Chouinard (DEQ File LH 448)

Consideration: \$250 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$250 annual fee.
- D. Commitment Level (is the contract cost fixed for the project, is the contract optional use, is the contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

3. Proposed Private Use Agreement (0.26 acre) of Lake Huron public trust bottomlands in Clark Township, Mackinac County.

Applicant: Nancy Dollinger (DEQ File LH 474)

Consideration: \$570 annual fee

- A. Purpose/Business Case (Why should the State do this now?): To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
\$570 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

4. Proposed Private Use Agreement (0.33 acre) of Lake Huron public trust bottomlands in Drummond Township, Chippewa County.

Applicant: Tim Van Every (DEQ File LH 479)

Consideration: \$440 annual fee

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Huron bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State.
\$440 annual fee.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A:
N/A

5. Proposed Public Use Agreement (9.23 acres) of Lake Michigan public trust bottomlands in Elmwood Township, Leelanau County.

Applicant: Township of Elmwood (DEQ File LM 265)

Consideration: No fee - public use

- A. Purpose/Business Case (Why should the State do this now?):
To authorize use of the State's public trust ownership of the subject Lake Michigan bottomlands under Part 325.
- B. Benefit:
Compliance with Part 325.
- C. Funding Source/Income to the State:
No fee – public use.
- D. Commitment Level (is contract cost fixed for the project, is contract optional use, is contract based on estimates, therefore no quantity is guaranteed?) or not applicable (N/A):
N/A
- E. Risk Assessment (i.e., is there risk to the State associated with the award, etc.?). If no, enter N/A: N/A

Elizabeth M. Browne, Chief
Land and Water Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 14, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: January 20, 2009 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

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CONTRACTS

1. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2007-0655/A1) between MDOT and the MBS International Airport Commission will increase the contract amount by \$147,932 due to higher than anticipated construction costs for the new taxiway. The original contract provides for the construction of a new taxiway, for airfield paint marking, for the rehabilitation of blast pads for runways 5/32 and 14/32 and the rehabilitation of taxiway A, and for the purchase of snow removal equipment (broom) at the MBS International Airport in Saginaw, Michigan. The contract term remains unchanged, August 9, 2007, through August 8, 2027. The revised contract amount will be \$2,427,932. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$2,166,000	\$ 140,534	\$2,306,534
State Bond Funds	\$ 57,000	\$ 3,699	\$ 60,699
MBS International Airport Commission Funds	\$ 57,000	\$ 3,699	\$ 60,699
Total	<u>\$2,280,000</u>	<u>\$ 147,932</u>	<u>\$2,427,932</u>

Criticality: The additional funding will cover the additional costs of the new taxiway, which included an unforeseen increase in unclassified excavation and the removal and disposal of additional bituminous asphalt. During construction, clay subgrade material was encountered that needed to be replaced with sand fill. In addition, the existing asphalt overlay was 21 inches rather than the estimated 10 inches, requiring two additional days of asphalt removal.

Purpose/Business Case: To increase the contract amount by \$147,932 due to the higher than anticipated construction costs associated with the new taxiway.

Benefit: Will improve traffic flow with a new taxiway and will enhance airport operational safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% MBS International Airport Commission Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is noncompliance with current FAA standards.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48623.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Hangar Improvements

Contract (2009-0101) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the design for the rehabilitation of hangars 151 and 155 at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$936,842. Source of Funds: FAA Funds - \$890,000; State Restricted Aeronautics Funds - \$23,421; EDCCC Funds - \$23,421.

Criticality: The improvements to hangars 151 and 155 include interior and exterior rehabilitation, including removal of asbestos/lead based paint, structural stabilization, replacement of hangar doors, insulation, and electrical work. The project allows the airport to convert former military hangars to civilian use. The hangars will be used to increase aviation safety by providing indoor storage and shelter for the commercial service carrier aircraft and equipment as well as itinerant general aviation aircraft. Delaying the design phase could delay construction, which is planned to start in the 2009 construction season.

Purpose/Business Case: To provide for the development of engineering plans for the rehabilitation of hangars 151 and 155.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% EDCCC Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49788.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0103) between MDOT and the City of Battle Creek will provide federal and state grant funds for the land acquisition consultant costs for parcels E155 through E162, including the update of the Exhibit A property map and boundary survey, at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$98,000. Source of Funds: FAA Funds (via block grant) - \$93,100; State Restricted Aeronautics Funds - \$2,450; City of Battle Creek Funds - \$2,450.

Criticality: An updated Exhibit A property map and boundary survey is required before the airport can receive FAA entitlement monies. This project must be completed prior to the initiation of any further airport improvement or safety projects.

Purpose/Business Case: To provide for the land acquisition costs for parcels E155-E162, including the update of the Exhibit A property map and boundary survey.

Benefit: Will benefit the airport sponsor and surrounding property owners by defining the boundaries of airport property and any federal safety area and airspace requirements not controlled by the airport.

Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2009-0105) between MDOT and Marlette Township will provide federal and state grant funds for the land acquisition costs for parcel 16 at the Marlette Township Airport in Marlette, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$191,000. Source of Funds: FAA Funds (via block grant) - \$152,800; State Bond Funds - \$33,425; Marlette Township Funds - \$4,775.

Criticality: All land acquisitions are federally mandated to meet FAA safety requirements. It is required that all airports control runway protection zones (RPZ). The property acquisitions will meet this federal requirement for safety.

Purpose/Business Case: To provide for the land acquisition costs for parcel 16, including parcel cost, settlement costs associated with the future approach and RPZ protection, and final costs for the environmental site assessment.

Benefit: Will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Marlette Township Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48453.

5. AERONAUTICS AND FREIGHT (Aeronautics) - Benefit Cost Analysis

Contract (2009-0107) between MDOT and the City of Battle Creek will provide federal and state grant funds for the conduct of a benefit cost analysis for parallel runway 5/23 at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$80,000. Source of Funds: FAA Funds (via block grant) - \$76,000; State Restricted Aeronautics Funds - \$2,000; City of Battle Creek Funds - \$2,000.

Criticality: The FAA requires a benefit cost analysis for the parallel runway project. If this project is not completed, the airport could lose federal funds for the new parallel runway.

Purpose/Business Case: To provide for the conduct of a benefit cost analysis for parallel runway 5/23.

Benefit: Will provide the documentation needed to determine the best alternative to meet the airport's needs.
Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% City of Battle Creek Funds.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49015.

6. **AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment**
Contract (2009-0117) between MDOT and the Antrim County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (SRE) at the Antrim County Airport in Bellaire, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$125,000. Source of Funds: FAA Funds (via block grant) - \$118,750; State Restricted Aeronautics Funds - \$3,125; Antrim County Funds - \$3,125.

Criticality: The purchase of the SRE will increase safety margins for aeronautical operations by providing a means of more effectively removing snow. This equipment is essential to maintaining safe winter access at the airport.
Purpose/Business Case: To provide for the purchase of SRE (trackless vehicle with blower and sweeper).
Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season.
Funding Source: 95% FAA Funds; 2.5% State Restricted Aeronautics Funds; 2.5% Antrim County Funds.
Commitment Level: The contract is for a fixed cost.
Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.
Cost Reduction: The equipment was bid locally and awarded to the lowest bidder.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49615.

7. **AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Wetland Mitigation Bank Credits**
Contract (2009-0121) between MDOT and the City of Battle Creek will provide federal and state grant funds for the purchase of wetland mitigation bank credits at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$352,500. Source of Funds: FAA Funds (via block grant) - \$282,000; State Bond Funds - \$61,687; City of Battle Creek Funds - \$8,813.

Criticality: The wetland bank credits are necessary to satisfy Michigan Department of Environmental Quality (MDEQ) requirements for wetland mitigation. Delaying the project would risk noncompliance with MDEQ requirements.
Purpose/Business Case: To provide for the purchase of 14.1 acres of wetland mitigation bank credits needed to replace wetlands displaced by the new parallel runway 5/23 and taxiway project.

Benefit: Will satisfy the wetland mitigation needs of the airport.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Battle Creek Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risks of not approving the contract are increased costs associated with constructing wetlands and noncompliance with MDEQ requirements.

Cost Reduction: The consultant contract was reviewed by MDOT personnel appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49015.

8. AERONAUTICS AND FREIGHT (Aeronautics) - Environmental Assessment

Contract (2009-0122) between MDOT and the City of Ann Arbor will provide federal and state grant funds for the performance of an environmental assessment (EA) (phase I), including integrated noise modeling (phase II), at the Ann Arbor Municipal Airport in Ann Arbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$75,000. Source of Funds: FAA Funds (via block grant) - \$60,000; State Bond Funds - \$13,125; City of Ann Arbor Funds - \$1,875.

Criticality: The project will provide an assessment of the effects of the runway extension on the environment and help to establish project limits. Whether or not to proceed with the runway extension will be determined by the effects the project will have on the surrounding environment.

Purpose/Business Case: To provide for the performance of an EA (phase I), including integrated noise modeling (phase II).

Benefit: Will determine the environmental impacts of the proposed runway extension.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Ann Arbor Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48108.

9. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (28011-105477) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Great Lakes Central Railroad, Inc. (GLCR), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Brownson Avenue in Grand Traverse County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Grand Traverse County Road Commission and approved on November 5, 2008. The total cost of the project is estimated at \$170,252.89. Source of Funds: Federal Highway Administration Funds - \$119,177.02; FY 2009 State Restricted Trunkline Funds - \$51,075.87.

Criticality: In November 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GLCR with Brownson Avenue in Grand Traverse County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$119,177.02; FY 2009 State Restricted Trunkline Funds - \$51,075.87.

Commitment Level: The authorization amount is based on GLCR's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GLCR on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GLCR and the Grand Traverse County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49649.

10. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (83011-105469) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Great Lakes Central Railroad, Inc. (GLCR), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of E No 10 Road in Wexford County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wexford County Road Commission and approved on November 5, 2008. The total cost of the project is estimated at \$156,406.75. Source of Funds: Federal Highway Administration Funds - \$109,484.72; FY 2009 State Restricted Trunkline Funds - \$46,922.03.

Criticality: In November 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GLCR with E No 10 Road in Wexford County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$109,484.72; FY 2009 State Restricted Trunkline Funds- \$46,922.03.

Commitment Level: The authorization amount is based on GLCR's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by GLCR on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GLCR and the Wexford County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49663.

11. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (11044-105465) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at CSX's grade crossing of Lewis Street in the City of Watervliet, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Watervliet and approved on October 27, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$126,000; FY 2009 State Restricted Trunkline Funds - \$54,000.

Criticality: In October 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of CSX with Lewis Street in the City of Watervliet, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Watervliet, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$126,000; FY 2009 State Restricted Trunkline Funds - \$54,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Watervliet.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49098.

12. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (19015-105393) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Forest Hill Road in Clinton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Clinton County Road Commission and approved on October 14, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Criticality: In October 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order was recently issued mandating that CSX make the safety enhancements.

Purpose/Business Case: The project will add the flashing-light signals and half-roadway gates at the existing grade crossing of CSX with Forest Hill Road in Clinton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Clinton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48837.

13. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (19015-105394) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Eaton Highway in Clinton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Clinton County Road Commission and approved on October 14, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Criticality: In October 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order was recently issued mandating that CSX make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of the flashing-light signals and half-roadway gates at the existing grade crossing of CSX with Eaton Highway in Clinton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130 and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Clinton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48837.

14. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (23011-105392) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Lawson Road in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on October 7, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Criticality: In October 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order was recently issued mandating that CSX make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of the flashing-light signals and half-roadway gates at the existing grade crossing of CSX with Lawson Road in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, railroad and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Eaton County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48837.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work
Authorization (80006-105395) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the upgrade of flashing-light signals and the addition of half-roadway gates at the grade crossing of CR 388 in Van Buren County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on October 7, 2008. The total cost of the project is estimated at \$250,000. Source of Funds: Federal Highway Administration Funds - \$175,000; FY 2009 State Restricted Trunkline Funds - \$75,000.

Criticality: In October 2008, members of a review team determined that larger flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order was recently issued mandating that CSX make the safety enhancements.

Purpose/Business Case: The project will provide for the upgrade of flashing-light signals and the addition of half-roadway gates at the existing grade crossing of CSX with CR 388 in Van Buren County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$175,000; FY 2009 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Van Buren County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49057.

16. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (21007-105397) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (WC), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of 25th Road/F-12 in Delta County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Delta County Road Commission and approved on October 20, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Criticality: In September 2008, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An Administrative Order was recently issued mandating that WC make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of the flashing-light signals and half-roadway gates at the existing grade crossing of WC with 25th Road/F-12 in Delta County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the road authority, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Commitment Level: The authorization amount is based on WC's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by WC on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the Delta County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49837.

17. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (41089-105398) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of half-roadway gates at the grade crossing of 32nd Street in Wyoming, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Wyoming and approved on November 6, 2008. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$105,000 and FY 2009 State Restricted Trunkline Funds - \$45,000.

Criticality: In November 2008, members of a review team determined that half-roadway gates needed to be installed to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of the half-roadway gates at the existing grade crossing of NS with 32nd Street in Wyoming, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the city, the railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds- \$105,000 and FY 2009 State Restricted Trunkline Funds- \$45,000.

Commitment Level: The contract cost is based on NS's field estimate. All costs will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Wyoming.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49548.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (46016-105371) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Centennial Road in Lenawee County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Lenawee County Road Commission and approved on November 12, 2008. The total cost of the project is estimated at \$250,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$175,000; FY 2009 State Restricted Trunkline Funds - \$75,000.

Criticality: In November 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Centennial Road in Lenawee County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Lenawee County Road Commission, NS and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660(1)(a) respectively. FHWA Funds - \$175,000; FY 2009 State Restricted Trunkline Funds - \$75,000.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Lenawee County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49229.

19. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (81002-105374) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Judd Road in Washtenaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on November 12, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Criticality: In November 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Judd Road in Washtenaw County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Washtenaw County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660(1)(a) respectively. FHWA Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48191.

20. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (81002-105375) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at NS's grade crossing of Hitchingham Road in Washtenaw County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Washtenaw County Road Commission and approved on November 12, 2008. The total cost of the project is estimated at \$225,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$157,500; FY 2009 State Restricted Trunkline Funds - \$67,500.

Criticality: In November 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates and all necessary appurtenances to provide appropriate warning for motorists.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of NS with Hitchingham Road in Washtenaw County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance public safety as determined necessary by representatives of the Washtenaw County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660(1)(a) respectively. FHWA Funds - \$157,500; FY 2009 State Restricted Trunkline Funds - \$67,500.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: If this authorization is not approved, identified safety risks will not be addressed.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

21. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Great Lakes Central Railroad, Inc. (GLC), dated July 5, 1994, will provide for improvements under job number 105501 at a crossing of the GLC tracks on M-115 near the city of Cadillac, Wexford County. The improvements include modernization of the existing warning devices and circuitry, including half-roadway gates and a cantilever on northbound M-115. This work will reduce the potential for vehicle/train accidents at the crossing.

Estimated Funds:

Federal Highway Administration Funds	\$135,900
State Restricted Trunkline Funds	<u>\$ 15,100</u>
Total Funds	<u>\$151,000</u>

STR 83052 – 105501

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. Delaying this project could have an adverse effect on reducing vehicle/train crashes.

Purpose/Business Case: To improve advance warning time for motorists at railroad crossing.

Benefit: Increased safety: modernization of the existing warning devices will reduce the potential for vehicle/train accidents.

Funding Source: Federal Highway Administration Funds and State Restricted Trunkline Funds.

Commitment Level: 90% federal funds, 10% state funds; based on railroad estimate.

Risk Assessment: If the improvements are not made, an opportunity will be lost to reduce the potential for vehicle/train accidents and improve safety at the crossing.

Cost Reduction: Improvements are on railroad property, and Great Lakes Central Railroad, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvement of existing railroad crossing warning devices.

Zip Code: 49601.

22. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number (JN 105464) to a crossing of the CSX Transportation, Inc., tracks in Grand Haven Township, Ottawa County. The improvements include the removal and reconstruction of the Stanton Street crossing surface at its existing width and location.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 105,000</u>
Total Funds	<u>\$ 105,000</u>

MRR 70013 - 105464

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in April 2009. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate construction improvements for MDOT corridor project JN 103222.

Benefit: Increased safety by providing a smoother crossing surface.

Funding Source: State Restricted Trunkline Funds.

Commitment Level: 100% State Funds; based on estimate.

Risk Assessment: Lower probability of vehicle loss of control due to smoother crossing surface.

Cost Reduction: Improvements are on railroad property and CSX Transportation, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Existing railroad crossings.

Zip Code: 49460.

23. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1667) between MDOT and Indiana Northeastern Railroad Company, dated September 20, 1994, will provide for improvements under job number (JN) 103724 to a crossing of the Indiana Northeastern Railroad Company tracks near Quincy on US-12 in Branch County. The improvements include widening the crossing from two lanes to three lanes and upgrading to cantilevers and half-roadway gates for three lanes. The project will also include the following improvements on Main Street (the detour route for US-12 work): the removal of two existing crossings and the relocation of a railroad switch, the reconstruction of the one remaining track crossing, and the upgrade of the existing warning devices.

Estimated Funds:

Federal Highway Administration Funds	\$ 515,700
State Restricted Trunkline Funds	\$ 57,300
Total Funds	<u>\$ 573,000</u>

STR 12022 - 103724

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety and must be done in conjunction with the related roadway project being let in January 2009. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To facilitate construction improvements for MDOT roadway project JN 79093.

Benefit: Increased safety by providing smoother crossing surfaces and half-roadway gates.

Funding Source: Federal Highway Administration Funds and State Restricted Trunkline Funds.

Commitment Level: 90% federal funds, 10% state funds; based on railroad estimate.

Risk Assessment: If the improvements are not made, an opportunity will be lost to lower the risk of vehicle loss of control and improve crossing safety.

Cost Reduction: Improvements are on railroad property, and Indiana and Northeastern Railroad Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49082.

24. HIGHWAYS - Increase Services and Amount, Extend Term

Contract (2002-0648/A7) between MDOT and Hardesty & Hanover, LLP, will provide for the performance of additional design services, will increase the contract amount by \$614,982.13, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional services include redesigning the foundation (caissons) to accommodate the revised loadings, incorporating Americans with Disabilities Act (ADA) compliant sidewalk ramps, video taping sewers and developing sewer alternatives, and performing additional right-of-way tasks related to the possible acquisition of four additional parcels. The original contract provides for the performance of early preliminary and design engineering services (Phases I and II) for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (CS 82071- JNs 54049 and 54049D). The revised contract term will be November 14, 2002, through June 1, 2010. The revised contract amount will be \$5,348,599.15. Source of Funds: 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

Criticality: The existing bridge is in poor condition; it has been posted to a 20-ton load limit and the number of lanes open to traffic reduced from four to two. It is imperative that the replacement project stays on schedule for the construction of the new bridge in 2010 and 2011. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, to increase the contract amount by \$614,982.13, and to extend the contract term by one year to provide sufficient time for the consultant to complete the services.

Benefit: This work will allow the bridge to remain operational for both vehicular and navigational traffic for the next 30 years.

Funding Source: 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed at this time, the bridge could continue to deteriorate rapidly, which could necessitate closure of the bridge.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualification-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48217.

25. HIGHWAYS - Time Extension

Amendatory Contract (2003-0630/A2) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by six months to allow the consultant to continue to provide storm water program support until a new contract can be established. The additional time will allow the consultant to continue to provide storm water program support services until a new contract can be established. The original contract provides for assistance with the implementation of the Phase II Statewide Storm Water Management Program, as required under federal statutes (CS 84900 - JN 771720). The revised contract term will be December 2, 2003, through September 30, 2009. The contract amount remains unchanged at \$1,981,679.84. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The contract will expire on March 31, 2009. The additional time will allow the consultant to continue to provide the storm water program support services until a new contract can be established. MDOT is currently operating under a Michigan Department of Environmental Quality National Pollutant Discharge Elimination System Phase II Storm Water Discharge Permit that will expire on March 31, 2009. At that time, a new five-year permit must be established. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by six months to allow the consultant to continue to provide storm water program support services until a new contract can be established.

Benefit: Will allow the consultant to provide continued storm water program support services until a new consultant contract can be established so there will be no break in this support function.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, there could be an interruption in the provision of storm water program support services, and the consultant would not be able to complete the 2008 annual report or to assist MDOT staff in negotiating and establishing the next five-year permit.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z12/R2) under Contract (2004-0161) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services, will increase the authorization amount by \$248,967.83, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The additional services are required to allow the bridge work to be coordinated and packaged with road project (JN 72409). The additional services will include project management, geotechnical investigations, quality control/quality assurance review, maintaining traffic, plan review, and preparation of final plans. The original authorization provides for design services to be performed for the rehabilitation of bridges on M-85 northbound over the Sexton-Kilfoil Drain (B03-1) and on M-85 southbound over the Sexton-Kilfoil Drain (B03-2) in Wayne County (CS 82211 – JN 84020D). The revised authorization term will be August 9, 2005, through April 7, 2010. The revised authorization amount will be \$360,599.08. The contract term is April 7, 2004, through April 7, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Increasing traffic volumes and poor bridge conditions make rehabilitation of the bridge decks critical. It is anticipated that traffic volumes on M-85 will continue to grow. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services to complete the rehabilitation work for bridges on M-85 northbound and southbound over the Sexton-Kilfoil Drain in Wayne County.

Benefit: The additional services will allow the bridge work to be coordinated and packaged with road project (JN 72409). The rehabilitation work will upgrade the bridges to good condition, extend the service life of the bridges, and enhance highway safety.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved and the additional services are not performed, the bridge work cannot be coordinated and packaged with the road project. The rehabilitation work is essential for traveler safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48146.

27. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R2) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$56,276.51. The additional services will include updating the omission and errors check (OEC) plans and finalizing the maintenance of traffic (MOT) special provisions and plans and affected bridge plans, including the temporary signal work at Grand River Avenue and Livernois Avenue as part of the revised MOT. This project was submitted for OEC review in January 2008, and the project was temporarily shelved. The original authorization provides for the reconstruction and rehabilitation of seven bridges (S22, S24, S26, S27, S28, S30, and S31) on I-96 in Wayne County (CS 82123 - JN 079529D). The authorization term remains unchanged, May 4, 2006, through October 31, 2009. The revised authorization amount will be \$916,274.70. The contract term is August 6, 2004, through October 31, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Poor elements on these structures could result in unsafe conditions. Concrete could fall and injure travelers, which would lead to closure of the structures. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services to be performed for the reconstruction and rehabilitation of seven bridges on I-96 in Wayne County. The intent of this project is to preserve the lives of the existing structures.

Benefit: This project will enhance traveler safety and extend the useful lives of the bridges.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the services are not completed, poor elements could result in functional failure of the bridges and increased risks to travelers.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48239.

28. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z11/R2) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$70,846.01. The additional services will include updating the omission and errors check (OEC) plans and finalizing the maintenance of traffic (MOT) special provisions and plans and affected bridge plans, including the redesign of structure S23 to comply with the approved design exception that was received in July 2008 and the removal of two abandoned Consolidated Rail Corporation bridges over I-96 west of Davison (X09 and X10 of 82123). This project was submitted for OEC review in January 2008, and the project was temporarily put on hold. The original authorization provides for the reconstruction and rehabilitation of three bridges (S23, S25-3, and S25-4) on I-96 in Wayne County (CS 82123 - JN 079530D). The authorization term remains unchanged, May 4, 2006, through October 31, 2009. The revised authorization amount will be \$473,639.04. The contract term is August 6, 2004, through October 31, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Poor elements on these structures could result in unsafe conditions. Concrete could fall and injure travelers which would lead to closure of the structures. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services to be performed for the reconstruction and rehabilitation of three bridges on I-96 in Wayne County. The intent of this project is to preserve the lives of the existing structures.

Benefit: Will enhance traveler safety and extend the lives of the bridges.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the services are not completed, poor elements could result in functional failure of the bridges and increased risks to travelers.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48239.

29. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2005-0076/A3) between MDOT and Lea Consulting, Ltd., will provide for the performance of additional services, will increase the contract by \$93,242, and will extend the contract term by 22 months. Additional services are required for the redesign of deck level fencing and for additional analysis as directed by the State Historical Preservation Office (SHPO). The original contract provides for detailed design and contract administration services to be performed for the Blue Water Bridge (BWB) closed circuit television security and alarm system (Security System Deployment Project) in Port Huron, St. Clair County (CS (B04) of 77111 - JN 82503C). The revised contract term will be March 4, 2005, through October 31, 2010. The revised contract amount will be \$692,614. Source of Funds: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Criticality: This project will correct potential security risks that have been identified in security assessments and reduce the vulnerability of the BWB. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The amendment will allow the security system to be fully installed to protect the BWB. Additional time is needed due to unexpected delays in working with the Canadian railroad for main pier protection and due to SHPO requiring the redesign of deck level fencing and additional analysis work.

Benefit: The security system will address potential security risks identified in security assessments and reduce the vulnerability of the BWB.

Funding Source: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not approved, implementation of security measures could be delayed, which would result in the continued vulnerability of the BWB.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment: qualifications-based for original contract.

New Project Identification: This project is for a new security system for the existing BWB.

Zip Code: 48060.

30. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0125/A2) between MDOT and Northwest Design Group, Inc., will extend the term of the indefinite delivery of services (IDS) contract by approximately nine months to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z3). (See following item.) The original contract provides for engineering services to be performed on an as needed/when basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through December 31, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on April 4, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z3), and the design services under authorization (Z3) cannot be completed. Authorization (Z3) provides for the design of a replacement bridge, including the replacement of a failing embankment. If the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open. For this reason, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by approximately nine months to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z3). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z3).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; N/A for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

31. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z3/R3) under Contract (2005-0125) between MDOT and Northwest Design Group, Inc., will extend the authorization term by approximately nine months to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project was temporarily put on hold. The original authorization provides for the development of design plans for the removal of an unstable earthen fill, the replacement of the existing bridge with a new wooden arch bridge, and the associated approach work on M-119 in Emmet County (CS 24051 - JN 57152C). The revised authorization term will be May 18, 2007, through December 31, 2009. The authorization amount remains unchanged at \$246,163.51. The contract term is April 5, 2005, through December 31, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical to extend the authorization term to allow the design services for the replacement of the bridge and the failing embankment on M-119 to be completed. This project was temporarily put on hold.

Purpose/Business Case: To extend the authorization term by approximately nine months to provide sufficient time for the consultant to complete the design services for the replacement of the bridge and the failing embankment on M-119 in Emmet County.

Benefit: Will allow the design services to be completed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the design services. If the project is not completed and the bridge and embankment are not replaced, they will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to keep the road open.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49723.

32. *HIGHWAYS - Increase Maximum Amounts

Amendatory Contract (2005-0137/A3) between MDOT and Orchard, Hiltz & McCliment, Inc., will increase the maximum amount of the indefinite delivery of services (IDS) contract by \$250,000 (to \$4,250,000) and will increase the maximum amount of any individual authorization by \$250,000 (to \$1,250,000). The increased amounts are needed because additional survey and design services are required for the ongoing 26 Mile Road/M-53 interchange rehabilitation project under authorization (Z25). (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The contract term remains unchanged, April 5, 2005, through April 4, 2011. The revised maximum contract amount will be \$4,250,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Additional services are required for the completion of the project under authorization (Z25). The proposed plans for the rehabilitation of the 26 Mile Road/M-53 interchange must be revised to match the existing geometry of 26 Mile Road. The Road Commission of Macomb County (RCMC) had planned to widen 26 Mile Road, and the two projects were planned to be performed concurrently. The 26 Mile Road/M-53 interchange plans include two roundabouts that were designed specifically to match the RCMC's proposed geometry for 26 Mile Road; however, due to funding limitations, the RCMC has had to delay the project. It is critical the plans be changed to match the existing 26 Mile Road geometry.

Purpose/Business Case: To increase the maximum amount of the IDS contract by \$250,000 (to \$4,250,000) and to increase the maximum amount of any individual authorization by \$250,000 (to \$1,250,000). The increased amounts will allow authorization revision (Z25/R3) to be issued for additional services required for the completion of the ongoing 26 Mile Road/M-53 interchange rehabilitation project. No new authorizations will be issued under this IDS contract.

Benefit: Will allow the amounts of authorizations issued under this IDS contract to be increased when additional work is required to complete ongoing projects, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete the ongoing design services for the 26 Mile Road/M-53 interchange rehabilitation project under authorization (Z25).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

33. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z25/R3) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional survey and design services for two roundabouts at the M-53/26 Mile Road interchange and will increase the authorization amount by \$241,125.84. The original authorization provides for the performance of road design services for the rehabilitation of M-53 for 3.14 miles from 24 Mile Road to 27 Mile Road in Shelby Township and Washington Township, Macomb County (CS 50013 - JN 76905C). The authorization term remains unchanged, November 29, 2006, through April 4, 2010. The revised authorization amount will be \$1,239,338.49. The contract term is April 5, 2005, through April 4, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Changes to the proposed M-53/26 Mile Road interchange plans are needed due to the Road Commission of Macomb County (RCMC) delaying its planned widening of 26 Mile Road, which was to take place concurrently with the M-53/26 Mile Road interchange project. The M-53/26 Mile Road interchange plans include two roundabouts that were designed specifically to match the RCMC's proposed geometry for 26 Mile Road. It is critical the plans be changed to match the existing 26 Mile Road geometry.

Purpose/Benefit: To provide for the performance of additional design services for changes to the plans for two roundabouts at the M-53/26 Mile Road interchange in Shelby and Washington Townships, Macomb County. The improvements at the interchange, including the proposed roundabouts on either side of the bridge over M-53, were designed to match the proposed geometry of a widened 26 Mile Road (to be done by the RCMC). Due to funding limitations by the RCMC, the 26 Mile Road widening project has been delayed. The plans need to be changed to match the existing geometry and to include temporary facilities to accommodate traffic until the RCMC project can be constructed. The changes will include drainage, utilities, wetlands, and maintenance of traffic schemes. Additional outreach to the stakeholders along 26 Mile Road is needed to communicate the changes to the plans and maintenance of traffic

Benefit: The design changes will ensure the safest and most efficient roundabouts.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the design is not changed, the geometry will not match the current geometry of 26 Mile Road, motorist safety could be jeopardized, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48316.

34. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0126/A1) between MDOT and L & B Engineering Consultant will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z1). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised IDS contract term will be February 9, 2006, through February 8, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on February 8, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z1), and the construction services under authorization (Z1) cannot be completed. The certification reviews are critical as they are required by the Federal Highway Administration and ensure federal participation in the MDOT road program. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. This will allow the consultant to complete ongoing services, including work under authorization (Z1). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z1).

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for amendment and for original IDS contract.
New Project Identification: This is not a new project.
Zip Code: 48909.

35. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R2) under Contract (2006-0126) between MDOT and L & B Engineering Consultant will extend the authorization term by one year to provide sufficient time for the consultant to complete the construction records review for the Engineer Certification Program. The original authorization provides for the performance of statewide project closeout reviews. The revised authorization term will be April 5, 2006, through February 8, 2010. The authorization amount remains unchanged at \$58,000. The contract term will be February 9, 2006, through February 8, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Criticality: The authorization will expire on February 8, 2009. Authorization (Z1) needs to be extended to allow the consultant to complete the certification reviews that are required by the Federal Highway Administration and ensure federal participation in the MDOT road program. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the construction records review for the Engineer Certification Program.

Benefit: The completion of scheduled reviews.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, and or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the scheduled reviews cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

36. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0155/A1) between MDOT and Wilcox Professional Services, LLC, will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z30). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised IDS contract term will be February 24, 2006, through February 23, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The IDS contract will expire on February 23, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorization (Z30), and the design services under authorization (Z30) cannot be completed. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended when needed. No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

* Denotes a non-standard contract/amendment

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including ongoing work under authorization (Z30).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z30/R1) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by one year to provide an additional year of the design services. The consultant will continue to assist Region staff in providing quality assurance/quality control (QA/QC) reviews for projects as they move through the plan development process. The original authorization provides for the performance of design services, including assisting Grand Region staff with QA/QC reviews for projects currently in design for the Five Year Plan, providing assistance with project scoping, and reviewing preliminary cost estimates for the Grand Region's annual Call for Projects process (CS 84913 - JN 88463C). The revised authorization term will be March 23, 2007, through February 23, 2010. The authorization amount remains unchanged at \$210,559.86. The contract term will be February 24, 2006, through February 23, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Authorization (Z30) needs to be extended to allow the consultant to continue to assist the Grand Region with QA/QC reviews for projects currently in design for the Five Year Plan. The consultant provides assistance in reviewing project design packages at various stages throughout the development process to help reduce errors and omissions and to ensure that quality design plans are produced. Without this assistance, projects may not receive the level of review necessary to reduce errors and omissions, and improve plan clarity and quality.

Purpose/Business Case: To extend the authorization term by one year to allow the consultant to continue to provide needed QA/QC services for the Grand Region at no additional cost.

Benefit: Will help to ensure that projects receive the in-depth reviews that are required. This work is necessary to assist MDOT staff in reducing errors and omissions in final design plans that could lead to cost overruns and delays during construction.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved and the project review services are not provided, there may be an increased chance of errors that could result in increased construction costs and construction delays.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49504.

38. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0183/A1) between MDOT and Spicer Group, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z21) and (Z22). The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be March 8, 2006, through March 7, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

Criticality: The IDS contract will expire on March 7, 2009. If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z21) and (Z22), and the design services under authorizations (Z21) and (Z22) will not be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will allow the consultant to complete ongoing services, including work under authorizations (Z21) and (Z22). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete ongoing work under authorizations (Z21) and (Z22).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

39. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z21/R2) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting was moved from February 2009 to March 2009. The original authorization provides for the performance of design services, including survey work, for streetscaping, decorative lighting, stamped concrete, landscaping, and other aesthetic improvements along M-13 from Holland Avenue to Janes Street in the city of Saginaw, Saginaw County (CS 73051 - JN 89371C). The revised authorization term will be February 8, 2008, through March 7, 2010. The authorization amount remains unchanged at \$158,897.66. The contract term will be March 8, 2006, through March 7, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Authorization (Z21) needs to be extended to allow the consultant to complete final deliverables and to keep the project on schedule. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services after the deferment period.

* Denotes a non-standard contract/amendment

Benefit: The design services can be completed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48601.

40. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z22/R1) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting was moved from February 2009 to March 2009. The original authorization provides for the performance of design services, including survey work, for streetscaping, decorative lighting, stamped concrete, landscaping, and other aesthetic improvements along M-13 from Emerson Street north to Thompson Street in the city of Saginaw, Saginaw County (CS 73051 - JN 89372C). The revised authorization term will be January 10, 2008, through March 7, 2010. The authorization amount remains unchanged at \$78,047.77. The contract term will be March 8, 2006, through March 7, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Authorization (Z22) needs to be extended to allow the consultant to complete final deliverables and to keep the project on schedule. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48601.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0813) between MDOT and Gourdie-Fraser, Inc., will provide for the performance of a ground survey for the reconstruction of US-23 in Oscoda from the Au Sable River Bridge north to F-41 in Iosco County (CS 35032 - JN 090192C). The work items include composite pavement, curb and gutter, sidewalks, and underground utilities, such as water main, sanitary sewer, and storm sewer, within the project limits. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$185,337.19. The contract term is October 2, 2007, through September 30, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This authorization is for design survey services for the reconstruction of US-23 in Oscoda, which has high daily traffic volumes and is a seasonal tourist route. The survey must be performed promptly to allow the design of the urban reconstruction project to begin on schedule. The survey work is critical to the development and review of design plans to meet federal and state safety requirements.

Purpose/Business Case: To provide for the performance of a ground survey for the reconstruction of US-23 in Oscoda from the Au Sable River Bridge north to F-41, Iosco County.

Benefit: Will improve traffic flow and reduce user delays.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the authorization is not approved and the services are not performed, traffic congestion and user delays will continue and federal funding may be lost.

Cost Reduction: Costs for the professional survey services under this authorization are on a lump sum basis to be reimbursed upon the accomplishment of defined milestones.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48750.

42. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0086) between MDOT and Professional Service Industries, Inc., will provide for as-needed geotechnical investigation services to be performed for various projects in the University Region. The work items include soil borings, geotechnical investigation, soil classification, gradation analysis, permeability testing, and preparation of test reports. The authorization will be in effect from the date of award through January 21, 2011. The authorization amount will be \$249,999.89. The contract term is January 22, 2008, through January 21, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Geotechnical information is required for the design of roadways and pavements. It is essential that geotechnical service contracts are in place to ensure that data can be collected in a timely manner to facilitate design schedules. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed geotechnical investigation services to be performed for various projects in the University Region.

Benefit: Will provide accurate geotechnical information to assist design engineers with plan development, which will result in high quality products and will ensure that the proper scopes of work will be determined during the early preliminary/scoping phase of projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, projects may lack needed geotechnical information, and unanticipated conditions could result in additional services, costs, and delays at the design and construction phases of the projects. Substandard work could result.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49201.

43. *HIGHWAYS - Increase Services and Amount

Amendatory Contract (2008-0139/A1) between MDOT and Michigan Technological University (MTU) will increase the contract amount by \$24,000 to provide for the performance of fiscal year 2009 activities. The original contract provides for an assessment of the best methods of providing local agencies with guidance on traffic and safety related initiatives and contains funding for fiscal year 2008 activities. The contract provides for fiscal year 2009 funding to be added through amendment when available. This project is required for Federal Highway Administration (FHWA) participation in the Local Technical Assistance Program (LTAP). The contract term remains unchanged, February 28, 2008, through September 30, 2009. The revised contract amount will be \$48,000. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This amendment will provide 2009 fiscal year funding as required by the FHWA for participation in the LTAP program.

Purpose/Business Case: To increase the contract amount by \$24,000 to allow MDOT to meet its funding obligation for the Michigan LTAP.

Benefit: Transportation safety considerations will be integrated into the planning process at the beginning of the project cycle, ultimately reducing accident fatalities and serious injuries on Michigan roadways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: FHWA requirement.

Risk Assessment: If the amendment is not approved and the services are not performed, MDOT will be in violation of FHWA requirements and there could be increased safety risks to motorists.

Cost Reduction: N/A.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

44. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2008-0162) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for construction projects in the Lansing Transportation Service Center (TSC) service area. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$833,505.61. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Inspection and testing services help to fulfill the Lansing TSC's construction oversight needs, which is critical to ensuring that highway construction projects are completed in accordance with state and federal guidelines so federal funding is maintained and not jeopardized on future projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for construction projects in the Lansing TSC service area. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48910.

45. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2008-0243) between MDOT and HNTB Michigan, Inc., will provide for the development of guidelines and a concept of operation for a traffic incident management response vehicle program for state trunkline freeways and counties in the Metro Region (CS 84917 - JN 87974). The work items include project management, including development of an incident management response vehicle concept of operations, administrative support for Traffic Incident Management (TIM) committees, support for outreach activities and enhanced incident response, and other TIM project delivery support. The authorization will be in effect from the date of award through May 5, 2011. The authorization amount will be \$299,999.84. The contract term is May 6, 2008, through May 5, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Incident management is critical for the safety of motorists using the state trunkline system. The safe and efficient management of roadway incidents requires the application of technological solutions and partnerships of state and local public agencies. The consultant team will continue to provide traffic incident management support in Southeast Michigan, especially during high-profile construction projects in the Detroit area. The services will help to minimize disruptions to the movement of people and goods during traffic incidents and will help to prevent secondary crashes along the trunkline system involving motorists and emergency responders. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The consultant team will coordinate activities with partner agencies and provide technical solutions to emergency response agencies, including the use of dedicated traffic information and traffic camera access.

Benefit: The services will continue MDOT's efforts to minimize disruptions to the flow of traffic and will improve the safety of emergency workers responding to incidents on state trunklines within the Metro Region.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to complete this project could jeopardize the Region's traffic incident management program. Regional management coordination could deteriorate, and accident-related traffic congestion and hazards to emergency workers on state trunklines could increase.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

46. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of traffic signal optimization services at 80 locations in Saginaw County, Bay Region (CS various - JN 103621C). The work items include optimizing traffic signal operations by updating the corridor signal progression plans. MDOT timing permits will be produced from the optimization. The consultant will provide follow-up analysis of the network system and a safety analysis for each intersection. The authorization will be in effect from the date of award through June 16, 2011. The authorization amount will be \$366,723.70. The contract term is June 17, 2008, through June 16, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This is part of MDOT's annual signal optimization program that will update timing to new MDOT standards and help to reduce congestion. This project will take approximately 18 months to complete and must start soon to avoid delaying future projects.

Purpose/Business Case: To provide for the performance of traffic signal optimization at 80 locations in Saginaw County, Bay Region.

Benefit: Traffic in the corridors will flow more effectively and efficiently, and user delays and associated costs will be reduced. A safer driving environment will be provided.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the services are not provided, user delays will continue and federal funding may be lost. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

Cost Reduction: Costs in professional services are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

47. HIGHWAYS - IDS Engineering Services

Authorization (Z7) under Contract (2008-0287) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed office technician services to be performed for the Lansing Transportation Service Center (TSC). The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through June 16, 2011. The authorization amount will be \$107,439.21. The contract term is June 17, 2008, through June 16, 2011. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed office technician services will allow the Lansing TSC to fulfill construction oversight needs that are required to ensure that all federal and state guidelines are being met so federal funding is not jeopardized. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed office technician services to be performed for the Lansing TSC.

Benefit: Will provide for project file administration in accordance with state and federal standards, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction and could result in the loss of federal participation on these highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48910.

48. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of traffic signal optimization services at 75 locations throughout the Superior Region (CS various - JN 103619C). The work items include optimizing traffic signal operations by updating the corridor signal progression plans. MDOT timing permits will be produced from the optimization. The consultant will provide follow-up analysis of the network system and a safety analysis for each intersection. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$343,032.09. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This is part of MDOT's annual signal optimization program that will update timing to new MDOT standards and help to reduce congestion. This project will take approximately 18 months to complete and must start soon to avoid delaying future projects.

Purpose/Business Case: To provide for the performance of traffic signal optimization at 75 locations throughout the Superior Region.

Benefit: Traffic in the corridors will flow more effectively and efficiently, and user delays and associated costs will be reduced. A safer driving environment will be provided.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the services are not provided, user delays will continue and federal funding may be lost. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

Cost Reduction: Costs in professional services are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

49. *HIGHWAYS - Construction Engineering Services

Contract (2008-0470) between MDOT and Tetra Tech of Michigan, P.C., will provide for full construction engineering services to be performed for the reconstruction of I-696 from Halsted Road to Scotia Road in the cities of Farmington Hills, Southfield, Lathrup Village, Oak Park, Huntington Woods, Pleasant Ridge, Royal Oak, Ferndale, and Madison Heights, Oakland County. The construction project includes concrete pavement repair work and miscellaneous bridge rehabilitation work. The work items include construction administration, inspection, staking, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$1,885,298.88. The contract will be in effect from the date of award through July 31, 2013. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of I-696 from Halsted Road to Scotia Road in the cities of Farmington Hills, Southfield, Lathrup Village, Oak Park, Huntington Woods, Pleasant Ridge, Royal Oak, Ferndale, and Madison Height, Oakland County.

Benefit: The inspection and testing will ensure that all parts of the construction are up to current state and federal standards.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48331.

50. HIGHWAYS - IDS Engineering Services

Contract (2009-0108) between MDOT and G2 Consulting Group, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

51. HIGHWAYS - IDS Engineering Services

Contract (2009-0109) between MDOT and Abonmarche Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

52. HIGHWAYS - IDS Engineering Services

Contract (2009-0110) between MDOT and Mannik & Smith Group, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

53. HIGHWAYS - IDS Engineering Services
Contract (2009-0111) between MDOT and Testing Engineers & Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
54. HIGHWAYS - IDS Engineering Services
Contract (2009-0112) between MDOT and TBE Group (Michigan), Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
55. *HIGHWAYS – Master Contract for Engineering Services
Contract (2009-0134) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed basis to support MDOT design/build projects and assist with MDOT's design/build program. The contract will be in effect from the date of award through six years. No new work orders will be issued in the last two years. The maximum contract amount will be \$10,000,000, and the maximum amount of any work order will be \$10,000,000. MDOT will provide the State Administrative Board with monthly reports on work orders awarded. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and/or local funds, depending on the particular project authorized.

Criticality: These master contracts are being put in place to allow MDOT to be responsive to the proposed federal stimulus package and to expeditiously obligate federal funding that may be available for a limited time. Putting the master contracts in place at this time will also ensure that consultant firms with design/build experience are available to provide these services to MDOT when needed.

Purpose/Business Case: To provide for the performance of specialized services to assist MDOT in the implementation and administration of design/build projects and the design/build program.

Benefit: MDOT will be able to use all available funds and to realize the economic benefits of the federal funding.

Funding Source: It is anticipated that 100 percent federal funds will be used for these projects, but some work may require a combination of federal, state, and local funding.

Commitment Level: The hourly costs will be fixed; however, the number of hours to perform the services will be estimated.

Risk Assessment: If the master contracts are not approved, MDOT may not be able to obligate federal funds made available for a limited time, and federal funds and the corresponding economic benefits could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: The services will be provided for both old and new projects.

Zip Code: 48909.

56. *HIGHWAYS – Master Contract for Engineering Services

Contract (2009-0135) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed basis to support MDOT design/build projects and assist with MDOT's design/build program. The contract will be in effect from the date of award through six years. No new work orders will be issued in the last two years. The maximum contract amount will be \$10,000,000, and the maximum amount of any work order will be \$10,000,000. MDOT will provide the State Administrative Board with monthly reports on work orders awarded. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and/or local funds, depending on the particular project authorized.

Criticality: These master contracts are being put in place to allow MDOT to be responsive to the proposed federal stimulus package and to expeditiously obligate federal funding that may be available for a limited time. Putting the master contracts in place at this time will also ensure that consultant firms with design/build experience are available to provide these services to MDOT when needed.

Purpose/Business Case: To provide for the performance of specialized services to assist MDOT in the implementation and administration of design/build projects and the design/build program.

Benefit: MDOT will be able to use all available funds and to realize the economic benefits of the federal funding.

Funding Source: It is anticipated that 100 percent federal funds will be used for these projects, but some work may require a combination of federal, state, and local funding.

Commitment Level: The hourly costs will be fixed; however, the number of hours to perform the services will be estimated.

Risk Assessment: If the master contracts are not approved, MDOT may not be able to obligate federal funds made available for a limited time, and federal funds and the corresponding economic benefits could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: The services will be provided for both old and new projects.

Zip Code: 48909.

57. *HIGHWAYS – Master Contract for Engineering Services

Contract (2009-0136) between MDOT and HNTB Michigan, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed basis to support MDOT design/build projects and assist with MDOT's design/build program. The contract will be in effect from the date of award through six years. No new work orders will be issued in the last two years. The maximum contract amount will be \$10,000,000, and the maximum amount of any work order will be \$10,000,000. MDOT will provide the State Administrative Board with monthly reports on work orders awarded. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and/or local funds, depending on the particular project authorized.

Criticality: These master contracts are being put in place to allow MDOT to be responsive to the proposed federal stimulus package and to expeditiously obligate federal funding that may be available for a limited time. Putting the master contracts in place at this time will also ensure that consultant firms with design/build experience are available to provide these services to MDOT when needed.

Purpose/Business Case: To provide for the performance of specialized services to assist MDOT in the implementation and administration of design/build projects and the design/build program.

Benefit: MDOT will be able to use all available funds and to realize the economic benefits of the federal funding.

Funding Source: It is anticipated that 100 percent federal funds will be used for these projects, but some work may require a combination of federal, state, and local funding.

Commitment Level: The hourly costs will be fixed; however, the number of hours to perform the services will be estimated.

Risk Assessment: If the master contracts are not approved, MDOT may not be able to obligate federal funds made available for a limited time, and federal funds and the corresponding economic benefits could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: The services will be provided for both old and new projects.

Zip Code: 48909.

58. *HIGHWAYS – Master Contract for Engineering Services

Contract (2009-0137) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed basis to support MDOT design/build projects and assist with MDOT's design/build program. The contract will be in effect from the date of award through six years. No new work orders will be issued in the last two years. The maximum contract amount will be \$10,000,000, and the maximum amount of any work order will be \$10,000,000. MDOT will provide the State Administrative Board with monthly reports on work orders awarded. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, and/or local funds, depending on the particular project authorized.

Criticality: These master contracts are being put in place to allow MDOT to be responsive to the proposed federal stimulus package and to expeditiously obligate federal funding that may be available for a limited time. Putting the master contracts in place at this time will also ensure that consultant firms with design/build experience are available to provide these services to MDOT when needed.

Purpose/Business Case: To provide for the performance of specialized services to assist MDOT in the implementation and administration of design/build projects and the design/build program.

Benefit: MDOT will be able to use all available funds and to realize the economic benefits of the federal funding.

Funding Source: It is anticipated that 100 percent federal funds will be used for these projects, but some work may require a combination of federal, state, and local funding.

Commitment Level: The hourly costs will be fixed; however, the number of hours to perform the services will be estimated.

Risk Assessment: If the master contracts are not approved, MDOT may not be able to obligate federal funds made available for a limited time, and federal funds and the corresponding economic benefits could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: The services will be provided for both old and new projects.

Zip Code: 48909.

59. HIGHWAYS (Maintenance) - State Trunkline Maintenance

Contract (2008-0555) between MDOT and the City of Royal Oak will provide for state trunkline maintenance services to be performed on state trunklines within the city of Royal Oak. The contract will be in effect from the date of award through September 30, 2009.

Public Act (PA) 17 of 1925 authorizes MDOT to contract with cities, villages, and boards of county road commissions for the construction, improvement, and maintenance of state trunkline highways. Under the terms of the standard maintenance contracts, the cities, villages, and boards are reimbursed for audited labor, equipment rental, and material charges in accordance with the provisions of the contracts. This maintenance contract was not competitively bid but was negotiated with the local unit of government. MDOT has made findings that such negotiated contracts are in the public interest and has transmitted those findings in accordance with Section 11c of 1951 PA 51, MCL 247.66a(c); MSA 9.1097(11c). This contract is on a cost reimbursement basis, subject to final audit to actual costs. The estimated contract amount will be \$40,000. Billings are submitted by the municipality on a quarterly basis to be approved by the Region. Actual work is planned by the Region in cooperation with the municipality. In general, the total amount for the maintenance budget is based on legislative appropriations; the Region establishes and administers the individual municipal budget. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This contract will provide for the performance of routine state trunkline maintenance services. Such maintenance services are essential to the safe operation of state trunkline highways in the city of Royal Oak.

Purpose/Business Case: To provide for routine maintenance services to be performed on state trunklines in the city of Royal Oak.

Benefit: This contract will provide for the most cost-effective and efficient way of delivering essential maintenance services to the city.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The maintenance work items identified in the contract are essential to the operation and management of the trunkline system. Failure to perform routine maintenance could result in an unsafe travel environment.

Cost Reduction: The work plan developed for this contract will be monitored closely on a monthly basis to prevent use of trunkline budget for redundant or unnecessary work.

Selection: N/A.

New Project Identification: This contract will provide for the performance of routine maintenance services.

Zip Code: 48067.

60. HIGHWAYS (Real Estate) - IDS Title Services

Contract (2009-0106) between MDOT and Cheboygan Title Agency, Inc., will provide for title searches, title insurance services, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0113) between MDOT and Terzo and Bologna, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0114) between MDOT and Integra Realty Resources will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2009-0115) between MDOT and O.R. Colan Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
64. *MACKINAC BRIDGE AUTHORITY - IDS Engineering Services
Contract (2009-0070) between MDOT and Parsons Transportation Group, Inc, of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: 100% Mackinac Bridge Authority Funds.

65. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the authorization term by two years to provide sufficient time for BWATC to complete the renovation of its compressed natural gas (CNG) compressor station. The additional time is needed because of the undertaking of a larger than normal bus procurement and unforeseen employee vacancies. The original authorization provides state matching funds for BWATC's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 13, 2006, through June 12, 2011. The authorization amount remains unchanged at \$44,240. The toll credit amount remains unchanged at \$4,848. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$40,240; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,000.

Criticality: Approval at this time is critical to allow BWATC to complete the renovation of its CNG compressor station. This station helps to reduce gas costs and improve air quality.

Purpose/Business Case: To extend the authorization term by two years to provide sufficient time for BWATC to complete the renovation of its CNG compressor station.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$40,240; FY 2006 State Restricted Comprehensive Transportation Funds - \$4,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48060.

66. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z13/R1) under Master Agreement (2002-0029) between MDOT and the Clare County Board of Commissioners will extend the authorization term by approximately 23 months to provide sufficient time for the County to complete the project. The additional time is needed due to delays in acquiring adequate funding to complete construction of the new facility, which will house the bus washer funded under this grant. The original authorization provides state matching funds for the County's FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be February 24, 2006, through January 1, 2011. The authorization amount remains unchanged at \$85,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$68,000, FY 2002 State Restricted Comprehensive Transportation Funds, \$17,000.

Criticality: Approval of this revision at this time is critical to ensure that funding is retained for necessary transportation infrastructure.

Purpose/Business Case: To extend the authorization term by 23 months to provide sufficient time for the County to acquire the needed funding to complete the new facility and install a bus washer.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$68,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$17,000.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is not a new project.
Zip Code: 48625.

67. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0029) between MDOT and the Clare County Board of Commissioners will extend the authorization term by one year to provide sufficient time for the County to secure additional funding required to build a new facility. The original authorization provides state matching funds for the County's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through March 13, 2010. The authorization amount remains unchanged at \$121,471. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$97,177; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,294.

Criticality: Approval of this revision at this time is critical to ensure that funding is retained for necessary transportation infrastructure.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the County to secure funds to build a new facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$97,177; FY 2002 State Restricted Comprehensive Transportation Funds - \$24,294.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is time extension to an existing project.

Zip Code: 48625.

68. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2002-0048) between MDOT and the Interurban Transit Authority (ITA), in Douglas, will extend the authorization term by one year to provide sufficient time for ITA to utilize the new MDOT extended purchase contract for public transit vehicles. The ITA staff does not have the necessary expertise to proceed with third party subcontracting, and all previous ITA vehicle purchases have been through an MDOT extended purchase contract. The additional time will allow ITA to utilize the new MDOT extended purchase contract when the purchase contract is executed to acquire a vehicle under this authorization. The original authorization provides state matching funds for ITA's FY 2005 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be February 24, 2006, through February 23, 2010. The authorization amount remains unchanged at \$55,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$44,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$11,000.

Criticality: Approval of this revision is critical to ensure that the extended purchase contract can be used to improve the necessary transportation infrastructure.

Purpose/Business Case: To provide for a one year time extension to allow ITA sufficient time to complete the purchase of a bus.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$44,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$11,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49406.

69. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z6/R1) under Master Agreement (2006-0056) between MDOT and the Thunder Bay Transportation Authority (TBTA) will extend the authorization term by one year to provide sufficient time for the TBTA to locate property and construct a bus washing facility. The TBTA originally planned to purchase a facility and construct the bus washing facility on the new site. Because the target facility is no longer available for sale, the TBTA's priorities have changed to locating property and constructing the bus washing facility. As a result, the extension is requested to allow the TBTA sufficient time to complete the project. The original authorization provides state matching funds for the TBTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be March 14, 2006, through March 13, 2010. The authorization amount remains unchanged at \$125,000. The term of the master agreement is from October 1, 2004, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2005 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$100,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,000.

Criticality: Approval at this time is critical to allow the construction of a bus washing facility to maintain safe operation of transit vehicles.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the TBTA to locate property and construct a bus washing facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$100,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$25,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49707.

70. PASSENGER TRANSPORTATION - Section 5310 Program

Amendatory Contract (2006-0551/A1) between MDOT and the American Red Cross Serving Muskegon, Oceana and Newaygo Counties will add a line item for one expansion vehicle and will adjust funding to fund the new line item. The additional vehicle is needed because the agency is experiencing an increased demand for service. The original contract provides state matching funds for the Red Cross's FY 2006 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The contract term remains unchanged, from September 12, 2006, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$72,000. The toll credit amount remains unchanged at \$14,400. Source of Funds: Federal Transit Administration (FTA) Funds - \$72,000.

Criticality: Approval of this amendment is critical to ensure that necessary transportation infrastructure is procured.

Purpose/Business Case: To provide for a new line item for one expansion vehicle and to adjust funding between line items to fund the new line item.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$72,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If this amendment is not approved, the agency may not have enough vehicles in operation to provide needed service.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49440.

71. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0193) between MDOT and the Clare County Board of Commissioners will add a line item for the purchase of computer equipment, reduce state matching funds by \$513, add local matching funds of \$513, and adjust funding among line items to fund the new line item. The computer equipment is needed for the operation of a new dispatch system. The revision has received Rural Task Force approval. The original authorization provides state matching funds for the County's FY 2007 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The authorization term remains unchanged, September 12, 2007, through September 11, 2010. The authorization amount remains unchanged at \$40,400. The toll credit amount remains unchanged at \$6,080. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$38,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,487, Clare County Funds - \$513.

Criticality: This revision is critical because it will provide funds to replace computer equipment that has reached the end of its useful life and purchase equipment to operate dispatch software, which will enhance passenger service and safety.

Purpose/Business Case: To add a line item for computer equipment, adjust funding among line items, add \$513 in local funds to match the computer equipment line item, and decrease state matching funds by \$513.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$38,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,487; Clare County Funds - \$513.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48625

72. TRANSPORTATION PLANNING - Non-Motorized Plan and Trail Map

Authorization (Z5) under Master Agreement (2009-0021) between MDOT and the Southwest Michigan Planning Commission will provide for an update of the Southwest Region non-motorized plan and non-motorized trail map for Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren Counties. The updated plan will identify planned intra- and inter-jurisdictional projects in the counties, consider similar planned projects in surrounding regions in Michigan and Indiana, and provide an implementation strategy, including a prioritized list of projects to facilitate effective trail development activities by MDOT and local agencies. The updated map will include recently constructed trails, planned trails, and amenities and attractions for trail users. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$65,000. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To identify planned jurisdictional projects and provide a prioritized list of projects to facilitate effective trail development activities.

Benefit: Non-motorized trail projects will be identified and prioritized to facilitate effective trail development. The updated map will identify bicycle and shared use trails, recreational areas, and major points of interest.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, the non-motorized plan and map may not be updated, and the state could lack a clear implementation strategy, including a prioritized list of projects to facilitate effective trail development.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49022.

73. TRANSPORTATION PLANNING - Heritage Route Corridor Management Plan

Authorization (Z9) under Master Agreement (2009-0025) between MDOT and the Western Upper Peninsula Planning & Development Regional Commission will provide for the implementation of the Heritage Route Corridor Management Plan for US-41. The project will promote greater awareness of and appreciation for the natural and cultural resources of the area to attract visitors and economic activity and will include the development of a marketing methodology specific to Heritage Routes that can also be used for Michigan's other Heritage Routes. The authorization will be in effect from date of award through September 30, 2009. The authorization amount will be \$38,299. The term of the master agreement is October 1, 2008, through September 30, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The regional planning organizations (RPOs) are authorized under Public Act 281 of 1945; funding is authorized under Public Act 51 of 1951.

Purpose/Business Case: To promote awareness of and appreciation for the natural and cultural resources of the area and to provide for the development of a marketing methodology specific to Heritage Routes that can be used for Michigan's other Heritage Routes.

Benefit: This project will support the individual transportation, land use, and economic development opportunities inherent in all designated Michigan Heritage Routes. The marketing methodology developed under this authorization will be applicable to and will serve as a valuable tool for Michigan's other Heritage Routes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: If the authorization is not approved, an opportunity may be lost to support transportation, land use, and economic development opportunities for the designated Michigan Heritage Route and to develop a marketing approach specific to Heritage Routes and applicable to Heritage Routes statewide.

Cost Reduction: The cost of funding the RPO program is fixed by the state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49931.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

74.	<u>M-13 (Broadway Street) at Cass Avenue, City of Bay City, Bay County</u> 09031-01-002	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$49,492</u>
	Total	<u>\$49,492</u>
75.	<u>M-25 (Madison Street) at M-25 (Center Street), City of Bay City, Bay County</u> 09042-01-009	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$101,835</u>
	Total	<u>\$101,835</u>
76.	<u>M-25 (Thomas Street) Eastbound at Henry Street, City of Bay City, Bay County</u> 09042-01-025	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$71,121</u>
	Total	<u>\$71,121</u>
77.	<u>M-84 (Washington Avenue) at M-25, I-75 BL (7th Street), City of Bay City, Bay County</u> 09051-01-006	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$65,218</u>
	Total	<u>\$65,218</u>
78.	<u>Old US-27 (Lansing Road) at Canal Road, Windsor Township, Eaton County</u> 23812-01-008	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$56,610</u>
	Total	<u>\$56,610</u>

* Denotes a non-standard contract/amendment

79.	<u>M-43 (Grand River Avenue) at Marsh Road, Okemos, Ingham County</u> 33082-01-014	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$128,466</u>
	Total	<u>\$128,466</u>
80.	<u>M-43 (Grand River Avenue) at Okemos Road, Okemos, Ingham County</u> 33082-01-016	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$43,558</u>
	Total	<u>\$43,558</u>
81.	<u>M-43 (Grand River Avenue) at Park Lake Road, Okemos, Ingham County</u> 33082-01-027	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$81,941</u>
	Total	<u>\$81,941</u>
82.	<u>M-43 (Grand River Avenue) at Northwind Drive, Okemos, Ingham County</u> 33082-01-029	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$73,164</u>
	Total	<u>\$73,164</u>
83.	<u>M-43 (Grand River Avenue) at Dobie Road, Okemos, Ingham County</u> 33082-01-031	
		<u>Estimated Installation Cost</u>
	FHWA Funds	<u>\$62,467</u>
	Total	<u>\$62,467</u>
84.	<u>US-23 BR (Main Street) at Depot Street, City of Ann Arbor, Washtenaw County</u> 81073-01-006	
		<u>Estimated Installation Cost</u>
	City of Ann Arbor Funds	\$ 4,377
	State Restricted Trunkline Funds	\$ 4,378
	FHWA Funds	<u>\$87,553</u>
	Total	<u>\$96,308</u>

Criticality: These items are critical because it is necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of standard cost agreements, cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs for the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for the motoring public. The cost agreements establish funding responsibility for the operation of the electronic devices. MDOT finance uses the information from completed cost agreements to collect money from agencies that share fiscal responsibility for routine maintenance and utility costs.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.
Commitment Level: Costs as set forth in the individual cost agreements for the duration of the installation operation.
Risk Assessment: Loss of local participation funding for installation operation.
Cost Reduction: Fixed costs as set forth in the cost agreements.
Selection: N/A.
New Project Identification: Installation/modernization of electronic devices.
Zip Code: 48103, 48706, 48805.

SUBCONTRACTS

85.	Conner Executive Services, Inc. Services, Inc. 4140 Shaffer SE Kentwood, MI 49512	Low Bid: 1st Optional Year: 2nd Optional Year: Engineer's Estimate: Over/Under:	\$20,000 \$20,000 \$20,000 \$19,985 + .08%
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Description of Work: Carcass Removal

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for the removal of large animal carcasses on state trunklines in Ionia County. Language in the subcontract allows the subcontract to be extended for two additional years upon the mutual agreement of the parties. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed and work is delayed, the carcasses will remain on the trunklines. The carcasses need to be removed for health and safety reasons. This will provide a safe and clear roadway for the traveling public.

Purpose/Business Case: To remove large animal carcasses from state trunklines in Ionia County.

Benefit: Carcasses will be removed to keep the roads clean and clear.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If carcasses are not removed from the roads, the carcasses could become hazardous to motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49512.

86.	Reith-Riley Construction Co. P.O. Box 624 Benton Harbor, MI 49022	Low Bid: Engineer's Estimate: Over/Under:	\$ 369,993.06 \$ 417,585.04 - 11.4%
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Description of Work: Cold Milling and HMA Overlay

Approval is requested to authorize the City of Niles to award a subcontract for cold milling and hot mix asphalt (HMA) overlay on the US-12 business route (BR) in the city of Niles, Berrien County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through May 15, 2009. Source of Funds: 82% Federal Highway Administration Funds (FHWA) and 18% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The surface of this road is in poor condition and deteriorating quickly.

Purpose/Business Case: To provide for cold milling and HMA overlay on the US-12BR in the city of Niles, Berrien County.

Benefit: Will provide for a safer roadway.

Funding Source: 82% FHWA Funds and 18% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49022

STATE PROJECTS

25.00 % DBE participation required

9 Bidders

Benefit: Reduction in transportation related emissions.

Funding Source:

101101A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48316.

88. LETTING OF DECEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0812009 \$ 46,241.90 \$ 31,948.00
 PROJECT STT 77051-102722
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 01, 2009
 COMPLETION DATE - MAY 31, 2009 -30.91 %

4.64 mi of hot mix asphalt crack treatment on the I-94 Connector from Lapeer Road to Henry Street and on M-29 from Flamingo Road to Nook Road in the city of Port Huron, St. Clair County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 31,948.00	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 36,962.40	Same	2
Michigan Joint Sealing, Inc.	\$ 41,964.80	Same	3
Causie Contracting, Inc.	\$ 67,560.00	Same	4
Fahrner Asphalt Sealers, LLC.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102722A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48060.

89. LETTING OF DECEMBER 05, 2008 ENG. EST. LOW BID
 PROPOSAL 0812010 \$ 5,228,313.95 \$ 4,493,216.58
 PROJECT NH 67051-79593, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 03, 2009
 COMPLETION DATE - MAY 27, 2010 -14.06 %

6.15 mi of hot mix asphalt cold milling and resurfacing, asphalt stabilized crack relief layer, safety, drainage, and intersection improvements, carpool lot surfacing, shallow deck overlay, joint replacement, railing repair, partial painting, and substructure repair on M-115 from the Clair county line to northwest of M-61 and over the West Branch River, the Middle Branch River, and the Muskegon River, Osceola County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 4,493,216.58	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 4,765,054.41	Same	2
Elmer's Crane & Dozer, Inc.	\$ 4,951,095.67	Same	3
Pyramid Paving & Contracting Co.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of programs--The Road and Bridge Program and the Traffic and Safety Program. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Traffic and Safety Program is included in order to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

Funding Source:

102496A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

79593A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

87076A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

90346A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation and reconstruction.

Zip Code: 49665.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: A greater risk of accidents and injuries by not implementing safety treatments. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance and operating costs due to increased carpooling. Increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Rehabilitation, reconstruction, and sign upgrade.

Zip Code: 48840.

91. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812012 ENG. EST. LOW BID
 \$ 459,027.09 \$ 427,228.67
 PROJECT STH 56051-87483
 LOCAL AGRMT. 08-5448 % OVER/UNDER EST.
 START DATE - JUNE 02, 2009
 COMPLETION DATE - SEPTEMBER 21, 2011 -6.93 %

0.38 mi of hot mix asphalt cold milling, resurfacing, and widening for a center left turn lane including storm water drainage on US-10BR (Eastman Avenue) from Sugnet Street northerly to Saginaw Street in the city of Midland, Midland County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 427,228.67	Same	1 **
Fisher Contracting Company	\$ 436,037.59	\$ 435,835.05	2
Milbocker and Sons, Inc.	\$ 451,623.96	Same	3
Geiersbach Construction, Inc.	\$ 455,900.75	Same	4
Crawford Contracting, Inc.	\$ 456,327.42	Same	5
Champagne and Marx Excavating, Inc.	\$ 467,253.15	Same	6
McGuirk Sand & Gravel, Inc.	\$ 471,131.07	Same	7
San Marino Excavating, Inc.	\$ 472,158.51	Same	8
Eastlund Concrete Construction	\$ 494,751.48	Same	9
Lois Kay Contracting Co.	\$ 521,912.91	Same	10
Malley Transport, LLC	\$ 526,061.10	Same	11
Rohde Brothers Excavating, Inc.	\$ 528,626.00	Same	12
A. J. Rehms & Son, Inc.	\$ 542,000.00	\$ 541,950.00	13
Lee Wood Contracting, Inc.			
D.J. McQuestion & Sons, Inc.			
Pyramid Paving & Contracting Co.			
CRS/Shaw Contracting Co.			
Central Asphalt, Inc.			
Rieth-Riley Construction Co., Inc.			

13 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87483A

Federal Highway Administration Funds	90.00 %
City of Midland	1.13 %
State Restricted Trunkline Funds	8.87 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48640.

92. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812013
 PROJECT STH 39052-87785
 LOCAL AGRMT. 08-5365
 START DATE - APRIL 15, 2009
 COMPLETION DATE - MAY 20, 2009

ENG. EST.
 \$ 89,983.02

LOW BID
 \$ 74,913.42

% OVER/UNDER EST.
 -16.75 %

0.07 mi of road widening for right turn flare, hot mix asphalt cold milling and resurfacing, and sidewalk ramp upgrades on M-331 at Crosstown Parkway in the city of Kalamazoo, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 74,913.42	Same	1 **
Northern Construction Services, Co.	\$ 82,152.32	Same	2
Bultema Brothers Road Contractors	\$ 83,655.66	\$ 82,645.66	3
Hoffman Bros., Inc.	\$ 85,022.49	Same	4
Concord Excavating & Grading, Inc.	\$ 86,848.82	Same	5
Brenner Excavating, Inc.	\$ 91,001.98	Same	6
Weick Bros., Inc.	\$ 92,674.78	\$ 92,624.78	7
Nashville Construction Company	\$ 95,354.18	Same	8
Kamminga & Roodvoets, Inc.	\$ 96,017.40	Same	9
Eastlund Concrete Construction	\$ 107,005.62	Same	10
Kelcris Corporation			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87785A

Federal Highway Administration Funds	90.00 %
City of Kalamazoo	1.20 %
State Restricted Trunkline Funds	8.80 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction and sign upgrade.

Zip Code: 49001.

93. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812014
 PROJECT IM 50062-72400, ETC
 LOCAL AGRMT. 08-5391
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 31, 2012

ENG. EST. \$ 8,803,125.93
 LOW BID \$ 7,722,674.46
 % OVER/UNDER EST. -12.27 %

2.74 mi of concrete patching, joint sealing and diamond grinding, intermittent barrier wall and curb and gutter repair, deck replacement, epoxy overlay, deck patching, bearing and substructure repairs, partial painting, approach work, electrical work, and maintaining traffic on I-696 from M-97 (Groesbeck Highway) easterly to I-94 in the city of Roseville, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 7,722,674.46	Same	1 **
J. Slagter & Son Construction Co.	\$ 8,196,726.14	Same	2
C. A. Hull Co., Inc.	\$ 8,242,647.29	Same	3
Walter Toebe Construction Co.	\$ 8,336,909.66	Same	4
Midwest Bridge Company	\$ 8,888,546.88	Same	5
E. C. Korneffel Co.	\$ 9,195,656.37	Same	6
Anlaan Corporation			
Angelo Iafrate Construction Company			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by three program goals: (1) MDOT's Road Preservation Program, (2) the Freeway Lighting Program, and (3) MDOT's Bridge Preservation Program. The Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Freeway Lighting Program goal is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems, and MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and the condition of roads and bridges.

Funding Source:

103205A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

72400A

Federal Highway Administration Funds	90.00 %
City of Roseville	0.04 %
State Restricted Trunkline Funds	9.96 %

80291A

Federal Highway Administration Funds	90.00 %
City of Roseville	0.79 %
State Restricted Trunkline Funds	9.21 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline roads and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public are risk assessments for this project. The relationships with the local agencies may be compromised. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly improved nighttime visibility.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48066.

95. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812016
 PROJECT BRT 11091-81435
 LOCAL AGRMT.
 START DATE - APRIL 21, 2009
 COMPLETION DATE - OCTOBER 30, 2009

ENG. EST.
 \$ 1,005,543.69

LOW BID
 \$ 927,930.19

% OVER/UNDER EST.
 -7.72 %

0.08 mi of bridge, shoulder, and guardrail replacement,
 bridge approach, and maintenance of traffic on M-51
 over McKenzie Creek, Berrien County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 927,930.19	Same	1 **
Davis Construction, Inc.	\$ 953,592.54	Same	2
Anlaan Corporation	\$ 972,434.03	Same	3
L.W. Lamb, Inc.	\$ 974,115.15	Same	4
J. Slagter & Son Construction Co.	\$ 977,146.25	Same	5
Milbocker and Sons, Inc.	\$ 979,881.29	Same	6
Walter Toebe Construction Co.	\$ 1,035,510.47	Same	7
Midwest Bridge Company	\$ 1,068,436.57	Same	8
Posen Construction, Inc.	\$ 1,178,050.62	Same	9
Hardman Construction, Inc.			
C. A. Hull Co., Inc.			

9 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

81435A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Zip Code: 49120.

A 2009 highway preventive maintenance project.

2 Bidders

Cost Reduction: Lower vehicle maintenance costs.

Zip Code: 49935.

7.00 % DBE participation required

4 Bidders

Funding Source:

Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low bid.

New Project Identification: Maintenance & reconstruction.

Zip Code: 48831.

98. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812021
 PROJECT STT 52055-103288
 LOCAL AGRMT.
 START DATE - JULY 27, 2009
 COMPLETION DATE - 27 working days

ENG. EST.	LOW BID
\$ 1,515,215.67	\$ 1,119,329.88
% OVER/UNDER EST.	
	-26.13 %

6.35 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk, and curb and gutter on M-553 from County Road 480 northerly to US-41 in the city of Marquette, Marquette County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,119,329.88	Same	1 **
Bacco Construction Company	\$ 1,272,792.08	Same	2
Smith Paving, Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103288A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49855.

99. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812022 \$ ENG. EST. 992,286.43 \$ LOW BID 853,131.00
 PROJECT NH 78031-103159
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 01, 2009
 COMPLETION DATE - JUNE 26, 2009 -14.02 %

3.11 mi of hot mix asphalt cold milling with overlay and fiber reinforced bituminous membrane on US-131 from the state line northerly to north of US-12 in the village of White Pigeon, St. Joseph County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 853,131.00	Same	1 **
Aggregate Industries-Central Region	\$ 886,710.90	Same	2
Rieth-Riley Construction Co., Inc.	\$ 899,962.60	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103159A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Funding Source:

103253A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48858 Region-wide.

101. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812030 ENG. EST. LOW BID
 \$ 145,280.91 \$ 100,180.88
 PROJECT STUT 61012-87594
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 01, 2009
 COMPLETION DATE - OCTOBER 05, 2009 -31.04 %

0.03 mi of car pool parking lot construction on M-120 south
 of the M-82 intersection, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Thompson Brothers, Inc.	\$ 100,180.88	Same	1 **
Dean's Landscaping & Excavating	\$ 118,211.53	Same	2
McCormick Sand, Inc.	\$ 119,980.90	Same	3
CL Trucking & Excavating, LLC.	\$ 120,846.58	Same	4
Brenner Excavating, Inc.	\$ 121,808.60	Same	5
Hallack Contracting, Inc.	\$ 125,237.88	Same	6
Workman Contractors, Inc.	\$ 128,470.78	Same	7
DeSal Excavating, Inc.	\$ 129,505.25	Same	8
D.J. McQuestion & Sons, Inc.	\$ 130,254.78	Same	9
Jack Dykstra Excavating Inc	\$ 131,358.20	Same	10
Weick Bros., Inc.	\$ 131,395.75	Same	11
Milbocker and Sons, Inc.	\$ 132,301.79	Same	12
Diversco Construction Company Inc.	\$ 136,206.38	Same	13
Stein Construction Co., Inc.	\$ 138,122.90	Same	14
Kamminga & Roodvoets, Inc.	\$ 139,779.78	Same	15
Schippers Excavating, Inc.	\$ 140,526.00	Same	16
Rivertown Contractors, Inc.	\$ 140,920.00	Same	17
Nashville Construction Company	\$ 140,990.92	Same	18
Langlois & Sons Excavating, Inc.	\$ 141,451.75	Same	19
Connan Inc.	\$ 149,353.00	Same	20
Absolute Construction Services	\$ 189,197.46	Same	21
Omans Contracting, Inc.			
Nagel Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
CJ's Excavating Septic Service			

21 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: To increase the capacity and encourage the use of carpool lots. This project consists of constructing a carpool lot.

Benefit: The constructed lot may attract new carpoolers.

Funding Source:

87594A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating the carpool lot. **Cost Reduction:** Our customers will benefit from the carpool lot.

Selection: Low bid.

New Project Identification: New construction.

Zip Code: 49313.

102.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901001	\$ 16,743,832.34	\$ 13,971,015.85
	PROJECT NH 50013-76905, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 01, 2009		
	COMPLETION DATE - NOVEMBER 01, 2009		-16.56 %

3.15 mi of freeway pavement repair and hot mix asphalt overlay, drainage improvements, sign replacement, and pavement markings on M-53 from 24 Mile Road to 27 1/2 Mile Road and interchange reconstruction including bridge replacement and construction of two roundabouts at the M-53 and 26 Mile Road interchange, Macomb County. This project includes three 5 year materials and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 13,971,015.85	Same	1 **
Six-S/Cadillac Asphalt	\$ 15,092,288.14	Same	2
Angelo Iafrate Construction Company	\$ 15,683,722.81	Same	3
Ajax Paving Industries, Inc.	\$ 15,815,912.79	Same	4
John Carlo, Inc.	\$ 15,944,204.92	Same	5

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

76905A

Federal Highway Administration Funds 81.83 %

State Restricted Trunkline Funds 18.17 %

83703A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48316.

103.	LETTING OF JANUARY 09, 2009 PROPOSAL 0901002 PROJECT IM 13081-75047, ETC LOCAL AGRMT. 08-5345 START DATE - APRIL 13, 2009 COMPLETION DATE - MAY 30, 2010	ENG. EST. \$ 10,026,356.60	LOW BID \$ 8,988,215.30 % OVER/UNDER EST. -10.35 %
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4.44 mi of hot mix asphalt cold milling and overlay, hot mix asphalt curb and spillways, guardrail reconstruction, concrete bridge approach and bridge replacement, widening, concrete curb and gutter, and enclosed drainage on I-94 eastbound and westbound from west of Helmer Road northeasterly to 6 1/2 Mile Road and over Riverside Drive in the city of Battle Creek, Calhoun County. This project includes a 5 year materials and workmanship pavement warranty and a 3 year pavement performance warranty.

5.00 % DBE participation required

BIDDER

AS-SUBMITTED

AS-CHECKED

Anlaan Corporation	\$ 8,988,215.30	Same	1 **
J. Slagter & Son Construction Co.	\$ 8,991,226.43	Same	2
Milbocker and Sons, Inc.	\$ 9,024,986.25	Same	3
C. A. Hull Co., Inc.	\$ 9,153,617.23	Same	4
Aggregate Industries-Central Region	\$ 9,169,366.90	Same	5
Walter Toebe Construction Co.	\$ 9,304,832.20	Same	6
Michigan Paving and Materials Co.	\$ 9,649,475.22	Same	7
Posen Construction, Inc.	\$ 9,994,320.00	Same	8
Hardman Construction, Inc.			
Rieth-Riley Construction Co., Inc.			
Davis Construction, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

102807A

City of Battle Creek	0.98 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.02 %

75047A

City of Battle Creek	1.25 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.75 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49014.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 33,560,834.97	Same	1 **
Six-S, Inc.	\$ 34,696,301.19	Same	2
Interstate Highway Construction	\$ 36,634,443.30	Same	3
Ajax Paving Industries, Inc.	\$ 37,069,068.78	Same	4
John Carlo, Inc.	\$ 37,335,987.43	Same	5
Angelo Iafrate Construction Company	\$ 38,650,094.89	Same	6
D.J. McQuestion & Sons, Inc.			
Fisher Contracting Company			
Kamminga & Roodvoets, Inc.			
C. A. Hull Co., Inc.			
Anlaan Corporation			
Zito Construction Co.			
Walter Toebe Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Program goal focuses on repairing the worst

roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

102807A

City of Battle Creek	0.98 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.02 %

75047A

City of Battle Creek	1.25 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	8.75 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49014.

105. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901004	\$ 1,566,823.30	\$ 1,362,128.28
PROJECT NH 55011-103313		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 28, 2009		-13.06 %

10.08 mi of hot mix asphalt cold milling and resurfacing on US-41 from north of 13th Avenue northerly to south of County Road 342, Menominee County. This project includes two 3 year pavement performance warranties.

A 2009 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,362,128.28	Same	1 **
Payne & Dolan, Inc.	\$ 1,394,378.02	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103313A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49858.

106. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901005	\$ 1,592,365.65	\$ 1,579,431.59
PROJECT STH 22021-87737		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 18, 2009		
COMPLETION DATE - AUGUST 28, 2009		-0.81 %

1.25 mi of hot mix asphalt roadway widening for construction of a center left turn lane on US-2 from Traders Mine Road westerly to the US-2/M-95 intersection in the city of Iron Mountain, Dickinson County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,579,431.59	Same	1 **
Musson Bros., Inc.	\$ 1,726,887.93	Same	2
A. Lindberg & Sons, Inc.	\$ 1,835,916.51	Same	3
Payne & Dolan, Inc.	\$ 1,883,581.38	Same	4
Oberstar, Inc.			
Barley Trucking & Excavating, Inc.			
Zenith Tech, Inc.			
Smith Paving, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87737A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49801.

107. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901006	\$ 567,133.59	\$ 545,042.29
PROJECT BHT 71091-101041		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 26, 2009		-3.90 %

Deck patching, joint replacement, cleaning and coating structural steel, rocker realignment, fence replacement, and approach work on US-23BR over Quarry Haul Road in the city of Rodgers City, Presque Isle County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Icarus Industrial Painting & Cont	\$ 545,042.29	Same	1 **
Seaway Painting, LLC	\$ 565,058.75	Same	2
Atsalis Brothers Painting Company	\$ 610,460.75	Same	3
Venus Painting Co.			
Three Star Painting, Inc.			
Central Painting, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

101041A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49779.

108.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901007	\$ 461,143.52	\$ 455,954.19
	PROJECT BHN 04021-90080		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 21, 2009		-1.13 %

Superstructure replacement and widening, replacement of portions of abutments and returnwalls, adding scour countermeasures, approach work and maintaining traffic on M-32 over the South Branch of the Thunder Bay River, Alpena County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 455,954.19	Same	1 **
L.W. Lamb, Inc.	\$ 514,751.64	Same	2
J. Slagter & Son Construction Co.	\$ 522,733.81	Same	3
Davis Construction, Inc.	\$ 524,265.79	Same	4
Anlaan Corporation	\$ 572,633.52	Same	5
Milbocker and Sons, Inc.	\$ 577,596.92	Same	6
McDowell Construction , L.L.C.	\$ 618,984.27	Same	7
J.E. Kloote Contracting, Inc.	\$ 621,052.06	Same	8
Midwest Bridge Company	\$ 621,326.89	Same	9
Walter Toebe Construction Co.			

9 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

90080A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49746.

109.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901008	\$ 449,234.26	\$ 483,320.75
	PROJECT EBSL 43012-90082		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 01, 2009		
	COMPLETION DATE - OCTOBER 16, 2009		7.59 %

Superstructure replacement, approach work, and maintaining traffic on M-37 over the Little Manistee River, Lake County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.W. Lamb, Inc.	\$ 483,320.75	Same	1 **
J. Slagter & Son Construction Co.	\$ 491,803.40	Same	2
Miller Development, Inc.	\$ 506,717.25	Same	3
Milbocker and Sons, Inc.	\$ 520,092.38	Same	4
Midwest Bridge Company	\$ 539,364.75	Same	5
Davis Construction, Inc.	\$ 540,979.59	Same	6
Anlaan Corporation	\$ 574,989.19	Same	7
J.E. Kloote Contracting, Inc.	\$ 597,811.66	Same	8
Nashville Construction Company			
Walter Toebe Construction Co.			
McDowell Construction , L.L.C.			
Jackson Steel Construction, Inc.			

8 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

90082A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49442.

110. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901010 \$ ENG. EST. LOW BID
 \$ 300,687.06 \$ 263,270.60
 PROJECT EBSL 74032-102349
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - AUGUST 10, 2009
 COMPLETION DATE - SEPTEMBER 04, 2009 -12.44 %

7.01 mi of single chip seal on M-19 from north of M-46 to south of Deckerville Road, Sanilac County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 263,270.60	Same	1 **
Superior Chip Sealing & Maintenance	\$ 269,696.59	Same	2
Highway Maintenance and Const. Co.	\$ 289,705.67	Same	3
Michigan Pavement Solutions LLC	\$ 298,519.90	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102349A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48471.

111. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901011	\$ 212,370.88	\$ 197,848.64
PROJECT STH 14041-87506		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - MAY 04, 2009		
COMPLETION DATE - JULY 17, 2009		-6.84 %

0.19 mi of cold milling, hot mix asphalt overlay, and widening on US-12 from southeast of Worrell Street to southeast of Bell Street, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 197,848.64	Same	1 **
Michigan Paving and Materials Co.	\$ 200,010.63	Same	2
Aggregate Industries-Central Region	\$ 204,374.43	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87506A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49120.

112. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901012	\$ 114,672.98	\$ 108,386.09
PROJECT EBSL 58171-100332, ETC		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - JUNE 01, 2009		
COMPLETION DATE - JULY 31, 2009		-5.48 %

Hot mix asphalt resurfacing and widening of the carpool lots located in the southwest quadrants of the I-75/LaPlaisance Road interchange off Albain Road and the I-275/Carleton-Rockwood Road interchange off Calkins Road, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Gerken Paving, Inc.	\$ 108,386.09	Same	1 **
ABC Paving Company	\$ 114,894.09	Same	2
Barrett Paving Materials, Inc.	\$ 121,887.29	Same	3
Peter A. Basile Sons, Inc.	\$ 122,593.53	Same	4
Ajax Paving Industries, Inc.	\$ 125,249.66	Same	5
Cadillac Asphalt, LLC.	\$ 139,900.74	Same	6

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots, this project consists of removing and replacing existing carpool lots.

Benefit: Reconstructing the existing carpool lots will reduce maintenance costs at each location.

Funding Source:

100332A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
100374A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating these carpool lot projects. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lots will greatly reduce the initial maintenance costs. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lots.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48161.

113.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901013	\$ 62,638.54	\$ 50,074.26
	PROJECT STH 38102-87557		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 04, 2009		
	COMPLETION DATE - JUNE 11, 2009		-20.06 %

5.04 mi of installation of rumble strips on I-94 from the Calhoun county line to Michigan Avenue in Parma Township, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Penhall Company	\$ 50,074.26	Same	1 **
Opperman Grooving, Inc.	\$ 55,647.40	Same	2
Surface Preparation Technologies	\$ 70,008.34	Same	3
Coady Construction, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87557A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49269.

114. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901023
 PROJECT STH 37015-87485
 LOCAL AGRMT.
 START DATE - APRIL 06, 2009
 COMPLETION DATE - SEPTEMBER 21, 2011

ENG. EST.
 \$ 996,991.24

LOW BID
 \$ 947,197.48

% OVER/UNDER EST.
 -4.99 %

0.30 mi of intersection safety improvements including eliminating the existing crossover and constructing a roundabout along with related drainage work, signal work, lighting, improved sight lines and drainage improvements on US-127BR at the Mission Road intersection in the city of Clare, Isabella County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 1,266,447.48	\$ 947,197.48	1 **
Fisher Contracting Company	\$ 961,560.46	Same	2
CJ's Excavating Septic Service	\$ 989,809.39	Same	3
Kamminga & Roodvoets, Inc.	\$ 1,009,705.06	Same	4
Milbocker and Sons, Inc.	\$ 1,009,940.91	Same	5
Central Michigan Contracting, Inc.	\$ 1,020,412.17	\$ 1,020,712.17	6
CL Trucking & Excavating, LLC.	\$ 1,028,348.68	Same	7
The Isabella Corporation	\$ 1,034,594.12	Same	8
Davis Construction, Inc.	\$ 1,074,747.87	Same	9
Nagel Construction, Inc.	\$ 1,088,397.17	Same	10
Geiersbach Construction, Inc.	\$ 1,092,895.53	Same	11
Champagne and Marx Excavating, Inc.	\$ 1,097,522.73	Same	12
L.J. Construction, Inc.	\$ 1,101,582.85	Same	13
Rohde Brothers Excavating, Inc.	\$ 1,112,533.00	Same	14
Fonson, Inc.	\$ 1,117,462.93	Same	15
Zito Construction Co.	\$ 1,134,198.84	Same	16
Eastlund Concrete Construction	\$ 1,184,783.68	Same	17
Diversco Construction Company Inc.	\$ 1,650,768.84	Same	18
Central Asphalt, Inc.			
McGuirk Sand & Gravel, Inc.			
M & M Excavating Co., Inc.			
Rieth-Riley Construction Co., Inc.			
Pyramid Paving & Contracting Co.			
Crawford Contracting, Inc.			

18 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

87485A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48617.

115.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901024	\$ 689,338.90	\$ 601,818.60
	PROJECT STT 33091-103321		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - APRIL 20, 2009		
	COMPLETION DATE - MAY 29, 2009		-12.70 %

4.42 mi of hot mix asphalt cold milling and resurfacing on M-52 from Clinton Street northeasterly to M-36 in the village of Stockbridge, Ingham County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project.

2.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 601,818.60	Same	1 **
Aggregate Industries-Central Region	\$ 647,288.55	Same	2
Barrett Paving Materials, Inc.	\$ 651,800.00	Same	3
Michigan Paving and Materials Co.	\$ 683,183.74	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103321A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49285.

116.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901025	\$ 638,950.87	\$ 597,463.75
	PROJECT STG 84912-104239		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2009		-6.49 %

Application of permanent pavement markings including longitudinal, special markings, and centerline and shoulder corrugations on various state highways, Alcona, Alpena, Iosco, Montmorency, Oscoda and Presque Isle Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 597,463.75	Same	1 **
R.S. Contracting, Inc.	\$ 634,699.20	\$ 629,699.20	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

104239A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 49707 TSC-wide.

117.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901026	\$ 1,292,945.24	\$ 1,118,179.67
	PROJECT STG 84916-104185		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2009		-13.52 %

Application of permanent pavement markings including longitudinal, special markings and centerline corrugations on various state trunkline routes, Clinton, Eaton, Ingham, and Shiawassee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,118,179.67	Same	1 **
R.S. Contracting, Inc.	\$ 1,173,621.57	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

104185A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48910.

Zip Code: 48461.

Zip Code: 49791.

A 2009 highway preventive maintenance project.

2 Bidders

Cost Reduction: Lower vehicle maintenance costs.

Zip Code: 48730.

15.25 mi of hot mix asphalt cold milling and single course overlay, sidewalk ramp upgrades, guardrail adjustment, pavement marking, and hot mix asphalt surfacing for a truck safety turnout on M-28 from the Luce/Schoolcraft county line easterly to west of M-117 and on M-117 from north of Kaks Lake Road northerly to south of M-28, Luce County. This project includes a 3 year pavement performance warranty.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bacco Construction Company	\$ 1,885,038.03	Same	1 **
Payne & Dolan, Inc.	\$ 1,925,697.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,981,195.30	Same	3

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program. MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103228A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

104393A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and Rehabilitation.

Zip Code: 49853.

122. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901031	\$ 290,286.00	\$ 280,263.00
PROJECT STG 84914-104237		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - DECEMBER 01, 2009		-3.45 %

Application of permanent, special pavement markings on various trunklines, Clare, Genesee, Gladwin, Gratiot, Isabella, and Midland Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R.S. Contracting, Inc.	\$ 280,263.00	Same	1 **
P.K. Contracting, Inc.	\$ 287,278.85	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

104237A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48601.

123.	LETTING OF JANUARY 09, 2009 PROPOSAL 0901032 PROJECT STE 20012-79594, ETC LOCAL AGRMT. 08-5476 START DATE - APRIL 13, 2009 COMPLETION DATE - OCTOBER 14, 2011	ENG. EST. \$ 4,878,378.63	LOW BID \$ 4,321,403.76	% OVER/UNDER EST. -11.42 %
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0.87 mi of hot mix asphalt reconstruction and widening, storm sewer, sanitary sewer and watermain reconstruction, structure resurfacing, traffic signal work, streetscaping, pavement marking, sidewalk work and minor landscaping on I-75BL from M-72 East northerly to M-72 West in the city of Grayling, Crawford County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 4,321,403.76	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 4,367,008.43	Same	2
CJ's Excavating Septic Service	\$ 4,804,589.64	Same	3
Kamminga & Roodvoets, Inc.	\$ 4,818,860.79	Same	4
Cordes Excavating, Inc.	\$ 4,938,979.81	Same	5
Elmer's Crane & Dozer, Inc.	\$ 4,951,093.37	Same	6
Davis Construction, Inc.	\$ 4,973,807.59	Same	7
L.J. Construction, Inc.	\$ 4,994,453.39	Same	8
Champagne and Marx Excavating, Inc.	\$ 5,058,157.41	Same	9
Fisher Contracting Company	\$ 5,120,220.44	Same	10
Zito Construction Co.	\$ 5,325,432.64	Same	11
Bacco Construction Company	\$ 5,355,553.19	Same	12
C & D Hughes, Inc.	\$ 5,486,319.38	Same	13
Diversco Construction Company Inc.	\$ 5,853,364.49	Same	14
Pyramid Paving & Contracting Co.			
Katterman Trucking, Inc.			
Milbocker and Sons, Inc.			
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.			
Geiersbach Construction, Inc.			
DeAngelis Landscape, Inc.			
Nagel Construction, Inc.			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by three programs: The Traffic and Safety Program to preserve the integrity of MDOT's safety assets and address spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments; The Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition; and the Transportation Enhancement Program, included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These particular funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects. Treatments provided in this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

103451A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	20.00 %

79594A

Federal Highway Administration Funds	80.52 %
City of Grayling	4.65 %
State Restricted Trunkline Funds	14.83 %

87147A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

(Transportation Enhancement Funds)

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety (a greater risk of accidents and injuries by not implementing the recommended safety treatments), increased vehicle maintenance and operational costs to the motoring public, and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48197.

126. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901035 \$ ENG. EST. 730,605.58 \$ LOW BID 669,095.00
 PROJECT STUT 83021-103355
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 04, 2009
 COMPLETION DATE - 14 working days -8.42 %

17.24 mi of overband crack filling and single course chip sealing on M-37 from north of 7 Mile Road northerly to south of M-55 and on M-55 from east of M-37 easterly to west of 25 Road, Lake and Wexford Counties. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 669,095.00	Same	1 **
Superior Chip Sealing & Maintenance	\$ 684,607.57	Same	2
Highway Maintenance and Const. Co.	\$ 721,794.69	Same	3
Michigan Pavement Solutions LLC	\$ 729,890.73	Same	4
Pavement Maintenance Systems, LLC			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

103355A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49689.

127. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901039 \$ ENG. EST. 917,999.37 \$ LOW BID 968,671.42
 PROJECT ST 50092-102713
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2009 5.52 %

7.37 mi of overband crack filling, microsurfacing, and pavement marking on M-19 from I-94 to 31 Mile Road in the city of New Haven, Macomb County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Maintenance Systems, LLC	\$ 968,671.42	Same	1 **
Terry Asphalt Materials, Inc.	\$ 979,602.87	Same	2
Fahrner Asphalt Sealers, LLC.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102713A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48051.

Selection: Low bid.
New Project Identification: Maintenance.
Zip Code: 49031.

LOCAL PROJECTS

129.	LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0812001	\$ 1,634,989.81	\$ 1,414,229.92
	PROJECT CMG 81406-103485, ETC		
	LOCAL AGRMT. 08-5437		% OVER/UNDER EST.
	START DATE - APRIL 16, 2009		
	COMPLETION DATE - AUGUST 01, 2009		-13.50 %

0.90 mi of hot mix asphalt road reconstruction and roundabout construction including earthwork, drainage improvements, hot mix asphalt, concrete curb and gutter, and restoration on South Huron Parkway at Nixon Road and from Plymouth Road to Nixon Road, and on Nixon Road from Plymouth Road to South Huron Parkway in the city of Ann Arbor, Washtenaw County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 1,414,229.92	Same	1 **
C & G Myers Construction, LLC	\$ 1,514,285.26	Same	2
Dan's Excavating, Inc.	\$ 1,531,804.00	Same	3
Fonson, Inc.	\$ 1,557,817.76	Same	4
Douglas N. Higgins, Inc.	\$ 1,561,739.43	Same	5
Peter A. Basile Sons, Inc.	\$ 1,694,395.59	Same	6
Angelo Iafrate Construction Company	\$ 1,989,323.06	Same	7
Dunigan Brothers, Inc.			
DeAngelis Landscape, Inc.			
Ajax Paving Industries, Inc.			
E.T. MacKenzie Company			
ABC Paving Company			
Barrett Paving Materials, Inc.			
Cadillac Asphalt, LLC.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

103485A	
City of Ann Arbor	4.05 %
Federal Highway Administration Funds	95.95 %
104182A	
City of Ann Arbor	31.98 %
Federal Highway Administration Funds	68.02 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48105.

130.	LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0812002	\$ 1,535,538.50	\$ 1,347,657.79
	PROJECT STU 81406-103732		
	LOCAL AGRMT. 08-5436		% OVER/UNDER EST.
	START DATE - APRIL 20, 2009		
	COMPLETION DATE - JULY 24, 2009		-12.24 %

0.15 mi of hot mix asphalt paving, concrete curb and gutter, storm sewer, watermain, and street lighting on West Stadium Boulevard at the Pauline Street intersection in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,347,657.79	Same	1 **
Pamar Enterprises, Inc.	\$ 1,373,533.72	Same	2
C & G Myers Construction, LLC	\$ 1,435,137.97	Same	3
DeAngelis Landscape, Inc.	\$ 1,452,500.00	Same	4
Douglas N. Higgins, Inc.	\$ 1,485,501.55	Same	5
Fonson, Inc.	\$ 1,532,947.33	Same	6
Peter A. Basile Sons, Inc.	\$ 1,668,235.41	Same	7
Angelo Iafrate Construction Company	\$ 1,917,741.14	Same	8
Dunigan Brothers, Inc.			
Ajax Paving Industries, Inc.			
E.T. MacKenzie Company			
ABC Paving Company			
Barrett Paving Materials, Inc.			
Cadillac Asphalt, LLC.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103732A

City of Ann Arbor	40.72 %
Federal Highway Administration Funds	59.28 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48103.

131.	LETTING OF DECEMBER 05, 2008 PROPOSAL 0812003 PROJECT STE 25402-54902 LOCAL AGRMT. 08-5433 START DATE - 10 days after award COMPLETION DATE - JUNE 26, 2009	ENG. EST. \$ 761,349.50	LOW BID \$ 585,125.00
			% OVER/UNDER EST.
			-23.15 %

2.50 mi of non-motorized path and wooden boardwalk along the abandoned CSX rail line from Field Road to Willard Road in the township of Vienna, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Zito Construction Co.	\$ 585,125.00	Same	1 **
Youngstrom Contracting, Inc.	\$ 588,983.00	Same	2
Novak Construction	\$ 611,902.80	Same	3
L.J. Construction, Inc.	\$ 633,115.27	Same	4
Geiersbach Construction, Inc.	\$ 634,894.25	Same	5
CL Trucking & Excavating, LLC.	\$ 659,541.30	Same	6
Wooten Contracting Co.	\$ 667,768.24	Same	7
C & G Myers Construction, LLC	\$ 669,591.15	Same	8
Milbocker and Sons, Inc.	\$ 675,571.87	Same	9
San Marino Excavating, Inc.	\$ 679,897.30	Same	10
C & D Hughes, Inc.	\$ 686,322.70	Same	11
Boddy Construction Company, Inc.	\$ 692,975.93	Same	12
Dan's Excavating, Inc.	\$ 693,158.75	Same	13
Davis Construction, Inc.	\$ 698,955.56	Same	14
D&R Earthmoving, LLC	\$ 714,065.51	Same	15
McDowell Construction , L.L.C.	\$ 717,207.00	Same	16
Rivertown Contractors, Inc.	\$ 722,858.70	Same	17
ABC Paving Company	\$ 725,026.02	Same	18
L.A. Construction Corporation	\$ 741,278.08	Same	19
Rohde Brothers Excavating, Inc.	\$ 742,920.00	Same	20
John Carlo, Inc.	\$ 766,681.20	Same	21
Champagne and Marx Excavating, Inc.	\$ 809,367.61	Same	22
C. A. Hull Co., Inc.	\$ 818,662.50	Same	23
Commerce Construction & Landscaping	\$ 836,026.80	Same	24
Warren Contractors and Development	\$ 943,723.12	Same	25
Pro-Line Asphalt Paving Corp.	\$ 983,332.27	Same	26
Heystek Contracting Inc.	\$ 1,032,728.00	Same	27
Cadwell Brothers Construction	\$ 1,181,336.20	Same	28
Tri-Valley Landscaping, Inc.			
RMD Holdings, Ltd.			
Hardman Construction, Inc.			
Marlette Excavating Company			
Fisher Contracting Company			
Angelo Iafrate Construction Company			
E.T. MacKenzie Company			
Ajax Paving Industries, Inc.			
Pyramid Paving & Contracting Co.			
Barrett Paving Materials, Inc.			
J.E. Kloote Contracting, Inc.			
Perrin Construction Co., Inc.			
S.L. & H. Contractors, Inc.			
Saginaw Asphalt Paving Company			

L & M Landshaping, Inc.
Cadillac Asphalt, LLC.
Anlaan Corporation

28 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

54902A

Genesee County	21.00 %
Federal Highway Administration Funds	79.00 %
(Transportation Enhancement Funds)	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48420.

132. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812004
 PROJECT CMG 81101-100419
 LOCAL AGRMT. 07-5640
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 31, 2009

ENG. EST. \$ 478,787.00
 LOW BID \$ 354,165.32
 % OVER/UNDER EST. -26.03 %

Expansion of existing SCOOT traffic control with system detection on South State Street from Eisenhower Parkway to Ellsworth Road and on Ellsworth Road from State Street to Platt Road in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 354,165.32	Same	1 **
Alpha Electric, Inc.	\$ 357,841.78	Same	2
Rauhorn Electric, Inc.	\$ 395,440.40	Same	3
J. Ranck Electric, Inc.	\$ 448,051.36	Same	4
Corby Energy Services, Inc.	\$ 448,722.00	Same	5
Motor City Electric Utilities Co.	\$ 463,270.90	Same	6
Metropolitan Power & Lighting, Inc.	\$ 468,488.00	Same	7
J R Howell Airport Lighting LLC			
Trans Tech Electric, L.P.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100419A

City of Ann Arbor	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48103.

133.	LETTING OF DECEMBER 05, 2008 PROPOSAL 0812005 PROJECT MCS 34003-89205 LOCAL AGRMT. 08-5430 START DATE - 10 days after award COMPLETION DATE - JUNE 15, 2009	ENG. EST. \$ 417,339.20	LOW BID \$ 378,569.97	% OVER/UNDER EST. -9.29 %
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Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Hastings Road over Tyler Creek in Campbell Township, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J.E. Kloote Contracting, Inc.	\$ 378,569.97	Same	1 **
Milbocker and Sons, Inc.	\$ 381,240.14	Same	2
E.T. MacKenzie Company	\$ 409,764.06	Same	3
Anlaan Corporation	\$ 426,259.76	Same	4
Nashville Construction Company	\$ 439,908.75	Same	5
J. Slagter & Son Construction Co.	\$ 443,377.58	Same	6
Davis Construction, Inc.	\$ 445,377.01	Same	7
S.L. & H. Contractors, Inc.	\$ 451,793.44	Same	8
Heystek Contracting Inc.	\$ 458,378.00	Same	9
K & S Piling Company	\$ 504,897.25	Same	10
McDowell Construction , L.L.C.			
Hardman Construction, Inc.			
Jackson Steel Construction, Inc.			
Kamminga & Roodvoets, Inc.			
D.J. McQuestion & Sons, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89205A

Ionia County

5.00 %

State Restricted Trunkline Funds

95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48815.

134.	LETTING OF DECEMBER 05, 2008 PROPOSAL 0812006 PROJECT STU 82457-103465-2 LOCAL AGRMT. 08-5296 START DATE - 10 days after award COMPLETION DATE - 35 working days	ENG. EST. \$ 407,886.00	LOW BID \$ 366,425.04	% OVER/UNDER EST. -10.16 %
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0.43 mi of hot mix asphalt road rehabilitation including pulverizing and recycling bituminous base, concrete pavement, curb, and gutter repair, concrete sidewalk ramps, hot mix asphalt paving, and pavement markings on Warren Road from Morton-Taylor Road to Lilley Road, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 366,425.04	Same	1 **
Barrett Paving Materials, Inc.	\$ 386,778.69	Same	2
Florence Cement Company	\$ 392,517.23	Same	3
Cadillac Asphalt, LLC.	\$ 446,801.98	Same	4
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103465A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48187.

135.	LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0812007	\$ 221,890.00	\$ 157,283.24
	PROJECT CMG 81101-100408		
	LOCAL AGRMT. 07-5645		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2009		-29.12 %

Expansion of traffic Adaptive SCOOT control with system detection on First Street and Ashley Street from Liberty Road to Miller Road in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Severance Electric Co., Inc.	\$ 157,283.24	Same	1 **
Alpha Electric, Inc.	\$ 175,301.93	Same	2
J. Ranck Electric, Inc.	\$ 189,058.68	Same	3
Metropolitan Power & Lighting, Inc.	\$ 198,368.00	Same	4
Rauhorn Electric, Inc.	\$ 208,720.68	Same	5
Corby Energy Services, Inc.	\$ 220,619.00	Same	6
Motor City Electric Utilities Co.	\$ 265,203.68	Same	7
J R Howell Airport Lighting LLC			
Trans Tech Electric, L.P.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100408A

City of Ann Arbor	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48103.

136. LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
PROPOSAL 0812018	\$ 173,905.00	\$ 148,590.30
PROJECT EDD 35555-89723		
LOCAL AGRMT. 08-5438		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 15, 2009		-14.56 %

0.64 mi of hot mix asphalt resurfacing, base crushing and shaping, cold milling, drainage, and slope restoration on Bridge Street from Tawas River to State Street and on State Street from Bridge Street to Sawyer Street in the city of East Tawas, Iosco County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 148,590.30	Same	1 **
Pyramid Paving & Contracting Co.	\$ 173,261.87	Same	2
Rieth-Riley Construction Co., Inc.	\$ 198,913.70	Same	3
D.J. McQuestion & Sons, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89723A

City of East Tawas	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48703.

137. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812019
 PROJECT STU 41401-102198
 LOCAL AGRMT. 08-5289
 START DATE - APRIL 01, 2009
 COMPLETION DATE - JULY 31, 2009

ENG. EST.
 \$ 2,273,856.65

LOW BID
 \$ 1,638,866.71

% OVER/UNDER EST.
 -27.93 %

0.50 mi of hot mix asphalt cold milling, base and resurfacing, ultra thin concrete surfacing, storm sewer, concrete curb and gutter, sidewalk and ramps, sanitary sewer, and pavement markings on Patterson Avenue from 28th Street (M-11) to Burton Street in the city of Kentwood, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peters Construction Co.	\$ 1,638,866.71	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 1,749,868.80	Same	2
C & G Myers Construction, LLC	\$ 1,842,630.11	Same	3
Davis Construction, Inc.	\$ 1,888,780.10	Same	4
Bultema Brothers Road Contractors	\$ 1,911,085.65	Same	5
C & D Hughes, Inc.	\$ 1,939,750.95	Same	6
Diversco Construction Company Inc.	\$ 1,969,381.67	Same	7
E.T. MacKenzie Company	\$ 2,023,409.14	Same	8
Schippers Excavating, Inc.	\$ 2,108,436.00	Same	9
Kentwood Excavating, Inc.	\$ 2,114,331.25	Same	10
Pamar Enterprises, Inc.	\$ 2,148,344.55	Same	11
Milbocker and Sons, Inc.	\$ 2,164,711.25	Same	12
Dykema Excavators, Inc.	\$ 2,188,907.80	Same	13
Wyoming Excavators, Inc.	\$ 2,350,237.00	Same	14
Nashville Construction Company	\$ 2,822,387.00	Same	15
Jack Dykstra Excavating Inc			
John Carlo, Inc.			
Robert Bailey Contractors, Inc.			
Nagel Construction, Inc.			

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102198A

Kent County	71.64 %
Federal Highway Administration Funds	28.36 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49548.

138.	LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0812023	\$ 1,074,020.05	\$ 1,010,731.85
	PROJECT STH 41609-100342, ETC		
	LOCAL AGRMT. 08-5473		% OVER/UNDER EST.
	START DATE - APRIL 01, 2009		
	COMPLETION DATE - JULY 31, 2009		-5.89 %

0.30 mi of concrete pavement widening and traffic signal installation, indirect left turn lane additions, and traffic signal upgrade on 60th Street at Kalamazoo Avenue in the city of Kentwood, Kent County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diversco Construction Company Inc.	\$ 1,010,731.85	Same	1 **
C & D Hughes, Inc.	\$ 1,048,471.55	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,117,197.30	Same	3
Six-S, Inc.	\$ 1,128,864.31	Same	4
Florence Cement Company	\$ 1,176,961.53	Same	5
Eastlund Concrete Construction	\$ 1,178,800.04	Same	6
Doan Construction Company	\$ 1,185,336.38	Same	7
Kelcris Corporation			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100342A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

102427A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49508.

139. LETTING OF DECEMBER 05, 2008
 PROPOSAL 0812025
 PROJECT STH 56609-102126
 LOCAL AGRMT. 08-5431
 START DATE - MARCH 30, 2009
 COMPLETION DATE - JUNE 26, 2009

ENG. EST.
 \$ 564,352.20

LOW BID
 \$ 498,506.98

% OVER/UNDER EST.
 -11.67 %

Guardrail safety improvements area wide at 32 locations,
 Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 498,506.98	Same	1 **
Rite Way Fence, Inc.	\$ 533,818.98	Same	2
J & J Contracting, Inc.	\$ 538,244.39	Same	3
Dale Dukes & Sons, Inc.	\$ 553,057.00	Same	4
Weyand Bros., Inc.	\$ 567,806.13	Same	5
C. Slagter Construction, Inc.	\$ 571,151.20	Same	6
Tri-Valley Landscaping, Inc.	\$ 583,770.00	Same	7
Nashville Construction Company	\$ 621,318.14	Same	8
RMD Holdings, Ltd.	\$ 750,400.90	Same	9

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

102126A

Midland County	20.00 %
Federal Highway Administration Funds	80.00 %

Funding Source:

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Zip Code: 48657.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the opportunity to support commercial activities may be lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48197.

141.	LETTING OF DECEMBER 05, 2008 PROPOSAL 0812027 PROJECT STU 82457-104143 LOCAL AGRMT. 08-5434 START DATE - 10 days after award COMPLETION DATE - 40 working days	ENG. EST. \$ 1,185,208.50	LOW BID \$ 963,904.21 % OVER/UNDER EST. -18.67 %
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0.72 mi of hot mix asphalt resurfacing including cold milling hot mix asphalt surface, concrete pavement repair, sidewalk ADA ramps, signing, and pavement markings on Outer Drive from Toledo Road to I-75 in the cities of Lincoln Park and Melvindale, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 963,904.21	Same	1 **
Ajax Paving Industries, Inc.	\$ 1,048,156.64	Same	2
Barrett Paving Materials, Inc.	\$ 1,053,096.24	Same	3
ABC Paving Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

104143A

Wayne County

20.07 %

Federal Highway Administration Funds

79.93 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48146.

142.	LETTING OF DECEMBER 05, 2008	ENG. EST.	LOW BID
	PROPOSAL 0812028	\$ 348,829.00	\$ 337,984.00
	PROJECT STE 63112-88912		
	LOCAL AGRMT. 08-5453		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 15, 2009		-3.11 %

3.50 mi of aggregate trail construction and resurfacing on Polly Ann Trail from Joslyn Road across railroad and utility corridors northerly to Joslyn Road, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
L.J. Construction, Inc.	\$ 337,984.00	Same	1 **
Novak Construction	\$ 338,670.20	Same	2
ABC Paving Company	\$ 345,707.69	Same	3
Glencorp, Inc.	\$ 348,762.20	Same	4
C & G Myers Construction, LLC	\$ 361,856.02	Same	5
Washtenaw Inc. Maintenance Service	\$ 362,371.79	Same	6
Dan's Excavating, Inc.	\$ 367,533.40	Same	7
John Carlo, Inc.	\$ 376,909.30	Same	8
V.I.L. Construction, Inc.	\$ 378,117.95	Same	9
Pro-Line Asphalt Paving Corp.	\$ 387,916.39	Same	10
San Marino Excavating, Inc.	\$ 395,255.35	Same	11
WCI Contractors, Inc.	\$ 405,691.00	Same	12
Zito Construction Co.	\$ 426,617.22	Same	13
Rivertown Contractors, Inc.	\$ 433,079.20	Same	14
L.A. Construction Corporation	\$ 444,226.71	Same	15
D&R Earthmoving, LLC	\$ 446,900.45	Same	16
DiPonio Contracting, Inc.	\$ 452,159.20	Same	17
Tri-Valley Landscaping, Inc.			
Commerce Construction & Landscaping			
Barrett Paving Materials, Inc.			
Astec Asphalt, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			

17 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

88912A

Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48360.

143. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901014
 PROJECT MCS 29014-89201
 LOCAL AGRMT. 08-5455
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2009

ENG. EST.
 \$ 1,231,457.60

LOW BID
 \$ 1,004,901.23

% OVER/UNDER EST.
 -18.40 %

Bridge removal and replacement along with related approach work including hot mix asphalt and guardrail placement on Lincoln Road at Pine River, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 1,004,901.23	Same	1 **
Anlaan Corporation	\$ 1,076,940.20	Same	2
J.E. Kloote Contracting, Inc.	\$ 1,083,619.33	Same	3
Davis Construction, Inc.	\$ 1,086,938.44	Same	4
J. Slagter & Son Construction Co.	\$ 1,101,880.53	Same	5
Milbocker and Sons, Inc.	\$ 1,103,690.09	Same	6
E.T. MacKenzie Company	\$ 1,213,833.20	Same	7
Posen Construction, Inc.	\$ 1,309,220.72	Same	8
Hardman Construction, Inc.	\$ 1,310,035.50	Same	9
Fisher Contracting Company			
C. A. Hull Co., Inc.			
Miller Development, Inc.			
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89201A

Gratiot County

5.09 %

State Restricted Trunkline Funds

94.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48877.

144.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901016	\$ 1,137,321.10	\$ 970,836.40
	PROJECT EDDF 38555-83696		
	LOCAL AGRMT. 07-5743		% OVER/UNDER EST.
	START DATE - MAY 11, 2009		
	COMPLETION DATE - 80 calendar days		-14.64 %

1.15 mi of pavement removal, machine grading, rubblized pavement, cold milling, hot mix asphalt paving, precast box culvert, guardrail, traffic control, pavement markings and slope protection on East Michigan Avenue from east of Fox Road to east of Portage Road, Jackson County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving and Materials Co.	\$ 970,836.40	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,040,931.98	Same	2
Barrett Paving Materials, Inc.	\$ 1,047,486.63	Same	3
Aggregate Industries-Central Region	\$ 1,089,555.29	Same	4
Ajax Paving Industries, Inc.	\$ 1,166,229.63	Same	5
Slusarski Excavating & Paving, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83696A

Jackson County	39.00 %
Federal Highway Administration Funds	55.00 %
State Restricted Trunkline Funds	6.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49201.

145. LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
PROPOSAL 0901017	\$ 799,755.95	\$ 783,684.20
PROJECT BRT 69004-86359		
LOCAL AGRMT. 08-5468		% OVER/UNDER EST.
START DATE - 15 days after award		
COMPLETION DATE - AUGUST 28, 2009		-2.01 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail placement on Sturgeon Valley Road at Pigeon River, Otsego County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 783,684.20	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 799,465.41	Same	2
S.L. & H. Contractors, Inc.	\$ 819,588.50	Same	3
Anlaan Corporation	\$ 831,986.70	Same	4
Gerace Construction Company, Inc.	\$ 999,828.21	Same	5
Davis Construction, Inc.			
M & M Excavating Co., Inc.			
J. Slagter & Son Construction Co.			
Walter Toebe Construction Co.			
Hardman Construction, Inc.			
Snowden, Inc.			
Miller Development, Inc.			
L.W. Lamb, Inc.			
Fisher Contracting Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86359A

Otsego County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49795.

146. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901018
 PROJECT STUL 70401-104073, ETC
 LOCAL AGRMT. 08-5469
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 28, 2009

ENG. EST.
 \$ 689,614.75

LOW BID
 \$ 524,028.65

% OVER/UNDER EST.
 -24.01 %

0.70 mi of hot mix asphalt reconstruction and resurfacing including cold milling hot mix asphalt surface, sidewalk and ADA ramps, pavement markings, watermain, and sanitary sewer on Meridian Street from South Street northerly to Exchange Street and on Lake Avenue from River Street northerly to Longview Street in the village of Spring Lake, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 524,028.65	Same	1 **
Dean's Landscaping & Excavating	\$ 549,377.35	Same	2
Kamminga & Roodvoets, Inc.	\$ 571,965.47	Same	3
Nagel Construction, Inc.	\$ 579,521.30	Same	4
Brenner Excavating, Inc.	\$ 589,478.40	Same	5
Dykema Excavators, Inc.	\$ 599,800.85	Same	6
Triangle Excavators, Inc.	\$ 605,938.00	Same	7
Caledonia Excavating, Inc.	\$ 610,881.50	Same	8
McCormick Sand, Inc.	\$ 613,351.10	Same	9
Schippers Excavating, Inc.	\$ 615,588.45	Same	10
C & D Hughes, Inc.	\$ 623,223.05	Same	11
Bultema Brothers Road Contractors	\$ 623,953.65	Same	12
Wyoming Excavators, Inc.	\$ 644,002.25	Same	13
Youngstrom Contracting, Inc.	\$ 645,520.50	Same	14
Wadel Stabilization, Inc.	\$ 652,585.65	Same	15
Jack Dykstra Excavating Inc.	\$ 659,894.20	Same	16
Lodestar Construction, Inc.	\$ 663,628.45	Same	17
Connan Inc.	\$ 674,964.75	Same	18
Diversco Construction Company Inc.	\$ 686,974.55	Same	19
Georgetown Construction Company	\$ 695,351.25	Same	20
Nashville Construction Company	\$ 704,690.47	Same	21
Peters Construction Co.			
Thompson Brothers, Inc.			
Michigan Paving and Materials Co.			
Rieth-Riley Construction Co., Inc.			
Dan Hoe Excavating, Inc.			

21 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

104073A

Federal Highway Administration Funds	51.35 %
Village of Spring Lake	48.65 %

104074A

Federal Highway Administration Funds	81.85 %
Village of Spring Lake	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49456.

147. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901019
 PROJECT STL 01061-51849
 LOCAL AGRMT. 08-5460
 START DATE - 10 days after award
 COMPLETION DATE - JULY 31, 2009

ENG. EST.
 \$ 522,505.00

LOW BID
 \$ 429,642.70

% OVER/UNDER EST.
 -17.77 %

1.47 mi of hot mix asphalt resurfacing, base crushing and shaping, aggregate base, earthwork, drainage, pavement marking, and slope restoration on Hubbard Lake Road from Woodland Drive northerly to Swede Road, Alcona County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 429,642.70	Same	1 **
Bolen Asphalt Paving, Inc.	\$ 470,563.95	Same	2
Rieth-Riley Construction Co., Inc.	\$ 470,818.39	Same	3
Pyramid Paving & Contracting Co.	\$ 496,874.11	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

51849A

Alcona County	47.00 %
Federal Highway Administration Funds	53.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.
Selection: Low bid.
Zip Code: 48762.

148.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901020	\$ 485,572.04	\$ 450,293.18
	PROJECT BRO 11005-86380		
	LOCAL AGRMT. 08-5462		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 80 calendar days		-7.27 %

Removal of existing bridge, construction of a 3-sided precast culvert, riprap placement, and related approach work on Boyle Lake Road over Weaver Harroff drain, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED
Milbocker and Sons, Inc.	\$ 450,293.18	Same 1 **
Novak Construction	\$ 462,342.40	Same 2
Nashville Construction Company	\$ 463,134.52	Same 3
Kamminga & Roodvoets, Inc.	\$ 464,248.03	Same 4
K & S Piling Company	\$ 472,493.52	Same 5
Anlaan Corporation	\$ 488,729.29	Same 6
Heystek Contracting Inc.	\$ 517,535.50	Same 7
J.E. Kloote Contracting, Inc.	\$ 517,627.54	Same 8
Diversco Construction Company Inc.	\$ 542,936.90	Same 9
Davis Construction, Inc.	\$ 577,574.48	Same 10
J. Slagter & Son Construction Co.		
Northern Construction Services, Co.		
Walter Toebe Construction Co.		
S.L. & H. Contractors, Inc.		
Fisher Contracting Company		
Hardman Construction, Inc.		
Weick Bros., Inc.		
L.W. Lamb, Inc.		
Brenner Excavating, Inc.		
Peters Construction Co.		

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86380A

Berrien County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49107.

149.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901021	\$ 408,471.50	\$ 354,941.14
	PROJECT STH 25609-100325, ETC		
	LOCAL AGRMT. 08-5466		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 26, 2009		-13.11 %

0.18 mi of pavement removal, earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, signal upgrading, widening for right turn lane, sidewalk ramps, signing, pavement markings and traffic signal on 12th Street at Van Slyke Road, Ballenger Highway at Miller Road, and Stewart Avenue at Dort Highway in the city of Flint, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 354,941.14	Same	1 **
J. Ranck Electric, Inc.	\$ 359,506.91	Same	2
J R Howell Airport Lighting LLC	\$ 390,935.44	Same	3
Alpha Electric, Inc.	\$ 393,719.78	Same	4
Metropolitan Power & Lighting, Inc.	\$ 397,547.00	Same	5
Severance Electric Co., Inc.			
RMD Holdings, Ltd.			
DVT Electric, Inc			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100325A

Federal Highway Administration Funds	80.00 %
City of Flint	20.00 %

100326A

Federal Highway Administration Funds	80.00 %
City of Flint	20.00 %

102133A

Federal Highway Administration Funds	50.94 %
City of Flint	49.06 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48502.

150. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901022
 PROJECT STU 50457-103717
 LOCAL AGRMT. 08-5429
 START DATE - APRIL 15, 2009
 COMPLETION DATE - JULY 01, 2009

ENG. EST.
 \$ 967,365.12

LOW BID
 \$ 910,433.27

% OVER/UNDER EST.
 -5.89 %

0.45 mi of pavement removal, earthwork, concrete pavement, curb and gutter, and storm sewer on 13 Mile Road from Van Dyke Avenue (M-53) to Chicago Road in the city of Warren, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 910,433.27	Same	1 **
Peter A. Basile Sons, Inc.	\$ 947,546.60	Same	2
DiPonio Contracting, Inc.	\$ 954,035.95	Same	3
Angelo Iafrate Construction Company	\$ 964,983.28	Same	4
C & G Myers Construction, LLC	\$ 966,908.45	Same	5
Dan's Excavating, Inc.	\$ 997,458.72	Same	6
Pamar Enterprises, Inc.	\$ 1,065,260.92	Same	7
V.I.L. Construction, Inc.	\$ 1,080,612.42	Same	8
San Marino Excavating, Inc.	\$ 1,164,240.49	Same	9
L.J. Construction, Inc.	\$ 1,164,369.60	Same	10
Century Cement Company, Inc.	\$ 1,175,051.85	Same	11
Major Cement Company	\$ 1,219,110.47	Same	12
John Carlo, Inc.	\$ 1,223,473.70	Same	13
Posen Construction, Inc.			
ABC Paving Company			
Kelcris Corporation			
Fisher Contracting Company			
Novak Construction			
Six-S, Inc.			

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

103717A

Federal Highway Administration Funds	81.76 %
City of Warren	18.24 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48093.

151.	LETTING OF JANUARY 09, 2009	ENG. EST.	LOW BID
	PROPOSAL 0901038	\$ 7,264,676.05	\$ 7,105,026.13
	PROJECT BRT 50006-86345		
	LOCAL AGRMT. 08-5474		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 25, 2010		-2.20 %

Bridge removal and replacement, hot mix asphalt paving, guardrail, slope restoration and approach work on Bridgeview Road over the Clinton River and at Old North River Road, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 7,105,026.13	Same	1 **
Walter Toebe Construction Co.	\$ 7,426,579.01	Same	2
E. C. Korneffel Co.	\$ 7,646,530.73	Same	3
Anlaan Corporation	\$ 7,815,003.88	Same	4
C. A. Hull Co., Inc.	\$ 8,214,388.33	Same	5
Dan's Excavating, Inc.	\$ 8,636,845.46	Same	6
Fisher Contracting Company			
J. Slagter & Son Construction Co.			
John Carlo, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86345A

Macomb County	5.46 %
Federal Highway Administration Funds	79.61 %
State Restricted Trunkline Funds	14.93 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48045.

152. LETTING OF JANUARY 09, 2009
 PROPOSAL 0901224
 PROJECT STE 76012-87291-2
 LOCAL AGRMT. 08-5306
 START DATE - 10 days after award
 COMPLETION DATE - MAY 30, 2009

ENG. EST.
 \$ 965,564.00

LOW BID
 \$ 940,727.36

% OVER/UNDER EST.
 -2.57 %

0.17 mi of non-motorized wooden boardwalk and restoration of
 a wrought iron bridge on the River Trail from Washington
 Street to Oakwood Street in the city of Owosso, Shiawassee
 County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wolverine Building, Inc.	\$ 940,727.36	Same	1 **
E.T. MacKenzie Company	\$ 949,594.76	Same	2
Milbocker and Sons, Inc.	\$ 1,024,526.38	Same	3
Gerace Construction Company, Inc.	\$ 1,045,127.21	Same	4
Walter Toebe Construction Co.	\$ 1,055,642.85	Same	5
S.L. & H. Contractors, Inc.	\$ 1,066,603.25	Same	6
Anlaan Corporation	\$ 1,083,546.00	Same	7
Davis Construction, Inc.	\$ 1,087,787.39	Same	8
Warren Contractors and Development	\$ 1,164,505.73	Same	9
Midwest Bridge Company	\$ 1,164,732.00	Same	10
C. A. Hull Co., Inc.	\$ 1,186,978.00	Same	11
RMD Holdings, Ltd.			
J. Slagter & Son Construction Co.			
Hardman Construction, Inc.			
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			

11 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the
 State of Michigan. Delaying the project would adversely impact employment in
 the State. This construction project is adding improvements to the existing
 roadway system, thereby increasing the safety of the roadway, improving
 access to businesses and to tourists visiting Michigan's communities, and/or
 improving commerce across the State. Delaying the project will adversely
 impact these necessary components of Michigan's economy, as well as to the
 traveling public. Delays to the project would jeopardize federal funds that
 are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as
 stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable,
 Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are
 further developed.

Funding Source:

87291A

Federal Highway Administration Funds 74.15 %

(Transportation Enhancement Funds)

City of Owosso 25.85 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Transportation enhancement.

Selection: Low bid.

Zip Code: 48841.

EXTRAS**153. Extra 2009 - 01**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	2,042,747.45	+ 3.89%
Total of Extras/Adjustments (Approved to Date):	4,094,000.74	+ 7.79%
Total of Negative Adjustments (Approved to Date):	(13,103.02)	- 0.02%
THIS REQUEST	<u>109,569.63</u>	+ <u>0.21%</u>
Revised Total	<u>\$58,795,452.53</u>	+ 11.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.66% over the original budget for an **Authorized to Date Amount** of \$58,685,882.90.

Approval of this extra will place the authorized status of the contract 11.87% or \$6,233,214.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-099	5, 7 r. 1	\$609,881.30	08/07/07
2007-133	18	\$170,000.00	09/18/07
2007-150	15	\$403,888.76	10/02/07
2007-152	14 r. 1	\$472,454.00	10/16/07
2007-159	29	\$190,000.00	11/06/07
2008-060	46 r. 2	\$110,239.79	04/15/08
2008-081	43	\$339,477.16	06/03/08
2008-117	53 r. 1	\$9,733.71	08/19/08
2008-155	49 r. 2, 50 r. 2, 52 r. 1	\$557,587.69	10/07/08

Contract Modification Number(s): 55

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 55 (51492A)

Fine Grade Removal Area 8 Mi Rd M-10 Addl Work	1,015.300 Syd @ \$2.45/Syd	\$2,487.49
Conc Pavt, Misc, Nonreinf, 10 inch 8 Mi Rd		
M-10 Addl Work	1,015.300 Syd @ \$60.40/Syd	61,324.12
Minor Traffic Devices 8 Mi Rd M-10 AddWork	1.000 LS @ \$22,000.00/LS	22,000.00
Pavt Repr, Rem 8 Mi Rd M-10 Addl Work	1,015.300 Syd @ \$23.40/Syd	23,758.02
Total		<u>\$109,569.63</u>

Reason(s) for Extra(s)/Adjustment(s):**CM 55**

As part of the maintaining traffic for the project, an existing lane on the ramps from Eight Mile Road and M-10 was used for all the ramp traffic. These ramp lanes deteriorated while the work on the project was being completed. The engineer directed the contractor to remove approximately 1000 square yards of existing concrete pavement. This contract modification is for the additional work on the ramp and includes removing the pavement, grading the area, maintaining traffic and then replacing the pavement. The extra costs for the items on contract modification 55 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

51492A: FHWA, 80.00 %; State Restricted Trunkline, 18.71 %; City of Southfield, 1.07 %; City of Detroit, 0.22 %.

60336A: FHWA, 81.85 %; State Restricted Trunkline, 16.18 %; City of Southfield, 1.97 %.

72402A: FHWA, 81.85 %; State Restricted Trunkline, 16.12 %; City of Southfield, 2.03 %.

75229A: FHWA, 81.78 %; State Restricted Trunkline, 16.11 %; City of Southfield, 1.51%; City of Detroit, 0.60 %, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

154. **Extra 2009 - 02**

Control Section/Job Number: 81072-100029 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Barrett Paving Materials, Inc.
5800 Cherry Hill Road
Ypsilanti, MI 48198

Designed By: MDOT
Engineer's Estimate: \$1,413,521.21

Description of Project:

4.33 miles of hot mix asphalt cold milling, resurfacing and upgrading sidewalk ramps on I-94BL from Main Street to east of US-23 in the city of Ann Arbor, Washtenaw County. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	December 18, 2007	
Contract Date:	February 20, 2008	
Original Contract Amount:	\$1,550,550.00	
Total of Overruns/Changes (Approved to Date):	233,634.96	+ 15.07 %
Total of Extras/Adjustments (Approved to Date):	78,645.49	+ 5.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>34,452.33</u>	+ 2.22%
Revised Total	<u>\$1,897,282.78</u>	+ 22.36%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 20.14% over the original budget for an **Authorized to Date Amount** of \$1,862,830.45.

Approval of this extra will place the authorized status of the contract 22.36% or \$346,732.78 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3 (100029A)

Curb Det – E Mod Landscape Wall	351.200 Ft @ \$42.40/Ft	\$14,890.88
Curb Det E – Modified, Excavation	210.200 Ft @ \$5.30/Ft	1,114.06
Curb and Gutter, Conc, Det C4	476.800 Ft @ \$38.69/Ft	<u>18,447.39</u>
Total		<u>\$34,452.33</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 3

The standards for Americans with Disabilities Act (ADA) sidewalk ramps changed after the project was let. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps at various locations within the project limits. The extra cost for Curb Det –E Mod Landscape Wall; Curb Det E – Modified, Excavation and Curb and Gutter, Conc, Det C4 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48105.

155. **Extra 2009 - 03**

Control Section/Job Number: 82022-83945 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$2,371,273.50

Description of Project:

Bridge removal and replacement along with related approach work on Antietam Avenue over Dequindre Cut in the city of Detroit, Wayne County.

Administrative Board Approval Date:	August 7, 2007	
Contract Date:	August 8, 2007	
Original Contract Amount:	\$1,924,554.88	
Total of Overruns/Changes (Approved to Date):	55,322.85	+ 2.87%
Total of Extras/Adjustments (Approved to Date):	129,404.88	+ 6.72%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>13,699.34</u>	<u>+ 0.71%</u>
Revised Total	<u>\$2,122,981.95</u>	+ 10.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.59% over the original budget for an **Authorized to Date Amount** of \$2,109,282.61.

Approval of this extra will place the authorized status of the contract 10.30% or \$198,427.07 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-171	9, 11	\$84,435.57	11/05/08
2008-190	12	\$4,725.00	12/16/08

Contract Modification Number(s): 14

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 14 (83945A)

Force Account 2 – Relocation of Material
Total

\$13,699.34
\$13,699.34

Reason(s) for Extra(s)/Adjustment(s):

CM 14

As part of the construction of the Antietam Bridge on this project, the contractor was required to coordinate their work with the Dequindre Cut Improvement project. The original completion date for this project was November 15, 2007. The construction of the Antietam Bridge has been delayed due to permit requirements, extra work for the removal of woodpiles and the second relocation of a Sprint cable. The engineer determined that none of the delays were the responsibility of the contractor.

Due to the delays, the contractor was required to relocate stockpiled H-piles and excavated material. The extra cost for Force Account 2-Relocation of Material is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.51%; State Restricted Trunkline, 14.90%; City of Detroit, 5.59%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48207.

156. **Extra 2009 - 04**

Control Section/Job Number:	82457-100646	Local Agency Project
State Administrative Board -	This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Local Agency	
Engineer's Estimate:	\$776,218.50	

Description of Project:

0.14 miles of concrete pavement reconstruction including adjusting drainage structures, concrete sidewalk, filler wall extension, guardrail, attenuations and pavement markings on Oakwood Boulevard from Park Street to Michigan Avenue, Wayne County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	November 20, 2007	
Original Contract Amount:	\$620,216.75	
Total of Overruns/Changes (Approved to Date):	37,196.47	+ 6.00%
Total of Extras/Adjustments (Approved to Date):	38,081.12	+ 6.14%
Total of Negative Adjustments (Approved to Date):	(678.62)	- 0.11%
THIS REQUEST	<u>20,903.77</u>	<u>+ 3.37%</u>
Revised Total	<u>\$715,719.49</u>	+ 15.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.03% over the original budget for an **Authorized to Date Amount** of \$694,815.72.

Approval of this extra will place the authorized status of the contract 15.40% or \$95,502.74 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 11

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 11

Partial Removal of Existing Strut, Force Account-Extra	1.000 LS @ \$20,903.77/LS	<u>\$20,903.77</u>
Total		<u>\$20,903.77</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 11

In accordance with the contract plans, the existing roadway was to be reconstructed to provide a minimum under clearance of 14 feet at the bridge. Once the pavement was removed and the excavation for the proposed sub-base was started, it was found that the existing bridge struts were in conflict with the proposed concrete pavement and they were not constructed as shown on the as-built plans provided. The struts are reinforced concrete members constructed transversely underground to provide lateral bracing between pier foundations, which give additional support to the lower extremities.

Since it was imperative that the under-clearance be maintained, elevations on the existing struts were recorded and submitted to the designer for review. It was determined that the existing struts could not be removed entirely, and direction was given to remove only those portions that would be in the proposed non-reinforced pavement section. The engineer directed the contractor to complete the work. The extra cost for Partial Removal of Existing Strut, Force Account - Extra is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.87%; Wayne County, 19.13%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48124.

157. **Extra 2009 - 05**

Control Section/Job Number: 50458-102188 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.
2210 Scott Lake Road
Waterford, MI 48328

Designed By: Local Agency
Engineer's Estimate: \$6,860,148.86

Description of Project:

2.50 miles of concrete pavement widening including drainage, concrete curb and gutter, traffic signals and pavement markings on Cass Avenue from North Branch Clinton River northwesterly to 19 Mile Road and on Romeo Plank Road from 19 Mile Road northerly to north of 19 Mile Road, Macomb County.

Administrative Board Approval Date:	February 19, 2008	
Contract Date:	March 5, 2008	
Original Contract Amount:	\$6,220,187.01	
Total of Overruns/Changes (Approved to Date):	(219,024.28)	- 3.52%
Total of Extras/Adjustments (Approved to Date):	475,646.33	+ 7.65%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>50,402.67</u>	<u>+ 0.81%</u>
Revised Total	<u>\$6,527,211.73</u>	+ 4.94%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.13% over the original budget for an **Authorized to Date Amount** of \$6,476,809.06.

Approval of this extra will place the authorized status of the contract 4.94% or \$307,024.72 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-172	3	\$237,470.00	11/05/08

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Gabions	14.000 Syd @ \$359.28/Syd	\$5,029.92
Guardrail, Backed Det B	200.000 Ft @ \$12.35/Ft	2,470.00
Permanent Mulch Blanket	3,578.160 Syd @ \$11.55/Syd	41,327.75
Pushbutton Post and Fdn (Modified)	1.000 Ea @ \$1,575.00/Ea	<u>1,575.00</u>
Total		<u>\$50,402.67</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 6

In several areas of the project the existing ground conditions could not be seen until after clearing had taken place. After clearing some of the areas, the engineer determined that maintaining the 1-on-2 slopes would not be possible due to the close proximity to the river. The engineer directed the contractor to place gabions at the bottom of the slope to reduce the length needed. This item was set up on a previous contract modification and now represents the amount needed to date. The extra cost for Gabions was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with several different items. Due to limited use, this item was difficult to find in MDOT's Average Unit Prices. The engineer reviewed similar items on other contracts and contacted several other contractors, manufactures and geotechnical consulting companies to determine if the cost was reasonable.

Due to the shallow depth of the culvert at the Ebert Drain, standard length guardrail posts could not be used to support the guardrail. The engineer directed the contractor to use shorter posts and also back the guardrail to provide additional support. The extra cost for Guardrail, Backed Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices.

To protect the slopes from soil erosion, the engineer directed the contractor to place permanent mulch blanket between stations 61+00 and 67+00. The extra cost for Permanent Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices

Once the signal was relocated and the sidewalk ramps were installed at the corner of Heydenreich Road and Cass Avenue, the engineer determined that the pushbutton should be relocated to provide better access. The engineer directed the contractor to install a pushbutton on a new post and foundation. The extra cost for Pushbutton Post and Fdn (Modified) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Prices

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item is required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48038.

158. **Extra 2009 - 06**

Control Section/Job Number: 58151-80654 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Highway Service Co., Inc.
26401 Hall Road
Woodhaven, MI 48183

Designed By: DLZ
Engineer's Estimate: \$2,180,684.13

Description of Project:

27.00 miles of freeway signing and guardrail upgrades on I-75 from the Michigan/Ohio State line to the Monroe/Wayne County line, Monroe County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 21, 2007	
Original Contract Amount:	\$2,057,971.28	
Total of Overruns/Changes (Approved to Date):	(66,026.18)	- 3.21%
Total of Extras/Adjustments (Approved to Date):	161,245.83	+ 7.84%
Total of Negative Adjustments (Approved to Date):	(434.29)	- 0.02%
THIS REQUEST	<u>8,790.74</u>	+ <u>0.43%</u>
Revised Total	<u>\$2,161,547.38</u>	+ 5.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.61% over the original budget for an **Authorized to Date Amount** of \$2,152,756.64.

Approval of this extra will place the authorized status of the contract 5.04% or \$103,576.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-089	3	\$111,392.23	07/01/08

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Non Haz Contaminated Material Handling And Disposal	<u>\$8,790.74</u>
Total	<u>\$8,790.74</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 9

During the installation of the drilled shaft foundations on this project, some suspicious soil was encountered. The soil was tested and found to be contaminated, but non-hazardous. The soil was treated in accordance with the Special Provision (03SP205A) which is used for handling non-hazardous contaminated soils. The soils were transported to a Type II landfill and disposed. The extra cost for Non Haz Contaminated Material Handling and Disposal is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48157.

159. **Extra 2009 - 07**

Control Section/Job Number: 82101-80373 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: Parsons
Engineer's Estimate: \$722,882.93

Description of Project:

0.49 miles of safety improvements including widening for left turn lane, hot mix asphalt resurfacing, cleaning ditches and drainage structures, leads and shoulder upgrades on Old M-14 (Ann Arbor Road) at Ridge Road, Wayne County.

Administrative Board Approval Date:	May 1, 2007	
Contract Date:	June 4, 1007	
Original Contract Amount:	\$843,932.31	
Total of Overruns/Changes (Approved to Date):	(109,750.69)	- 13.00%
Total of Extras/Adjustments (Approved to Date):	54,841.75	+ 6.50%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,512.71</u>	<u>+ 1.01%</u>
Revised Total	<u>\$797,536.08</u>	- 5.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.50% under the original budget for an **Authorized to Date Amount** of \$789,023.37.

Approval of this extra will place the authorized status of the contract 5.49% or \$46,396.23 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-110	8	\$27,284.00	08/05/08

Contract Modification Number(s): 11, 12, 14

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 11 (80373A)

Lighted Arrow, Type C, Furn	2.000 Ea @ \$500.00/Ea	<u>\$1,000.00</u>
Total		<u>\$1,000.00</u>

CM 12 (80373A)

Pavt Mrkg, Longit, 6" or Less Width, Rem	8,894.000 Ft @ \$0.3675/Ft	\$3,268.55
Rem Spec Mrkg	38.000 Sft @ \$1.7325/Sft	65.84
Pavt Mrkg, Ovly Cold Plastic, 6" X-walk	113.000 Ft @ \$2.205/Ft	<u>249.17</u>
Total		<u>\$3,583.56</u>

CM 14 (80373A)

Pavt Joint and Crack Repr, Det 7	241.200 Ft @ \$16.29/Ft	<u>\$3,929.15</u>
Total		<u>\$3,929.15</u>

Grand Total

\$8,512.71

Reason(s) for Extra(s)/Adjustment(s):

CM 11

The maintaining traffic for the project required flag control during the paving operation, but did not have the arrow boards set up. The engineer determined that the arrow boards would be needed and directed the contractor to furnish them. The extra cost for Lighted Arrow, Type C, Furn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

CM 12

The maintaining traffic for the project required all conflicting pavement markings be removed, but did not have the removal items set up. The engineer determined that the markings needed to be removed and directed the contractor to remove them. The extra cost for Pavt Mrkg, Longit, 6" or Less Width, Rem and Rem Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The engineer determined that cross walk markings would be needed at Ridge Road and directed the contractor to install them. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 6" X-walk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

CM 14

The existing concrete joints in the Pineview approach were deteriorated prior to starting the work. The engineer determined that the joints needed to be fixed prior to overlaying Pineview with hot mix asphalt (HMA). The engineer directed the contractor to fix the joints. The contractor submitted a price that included the hot mix asphalt material used to backfill the joints. The extra cost for Pavt Joint and Crack Repr, Det 7 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and when the cost of the HMA material was factored in.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

FHWA, 90%; State Restricted Trunkline, 10%; unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

160. **Extra 2009 - 08**

Control Section/Job Number: 82102-45711 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.
45000 River Ridge Drive, Suite 200
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,195,896.77)	- 4.44%
Total of Extras/Adjustments (Approved to Date):	2,386,721.31	+ 8.87%
Total of Negative Adjustments (Approved to Date):	(164,134.04)	- 0.61%
THIS REQUEST	<u>22,495.58</u>	+ 0.08%
Revised Total	<u>\$27,967,396.70</u>	+ 3.90%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.82% over the original budget for an **Authorized to Date Amount** of \$27,944,901.12.

Approval of this extra will place the authorized status of the contract 3.90% or \$1,049,186.08 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08
2008-084	52 r. 1, 54, 55	\$64,694.21	06/03/08
2008-121	56, 58, 59, 60 r. 1, 61, 62 r. 1	\$60,050.82	08/19/08
2008-142	63 r. 1	\$11,600.79	9/23/08

Contract Modification Number(s): 67, 68

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 67 (83142A)

NB Beck Rd Approach Work	1.000 LS @ \$14,930.36/LS	<u>\$14,930.36</u>
Total		<u>\$14,930.36</u>

CM 68 (45711A)

Beck Rd Drainage Extra	1.000 Ea @ \$7,565.22/Ea	<u>\$7,565.22</u>
Total		<u>\$7,565.22</u>

Grand Total		<u>\$22,495.58</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 67

The plans did not include repair work for the approach on the Beck Road Bridge. The existing patches in the area had deteriorated and the engineer determined that they should be repaired. The extra cost for NB Beck Rd Approach Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

CM 68

To facilitate proper drainage, an existing catch basin on the northeast corner of Beck Road and Ramp A had to be removed and replaced. It was relocated to a location in the new curb line to facilitate better drainage in the area and a new 2 foot diameter drainage structure was installed. The engineer directed the contractor to complete the work and also directed the contractor to relocate a section of storm sewer to increase the distance from the road to the end section to mitigate a safety concern. The extra cost for Beck Rd Drainage Extra is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

45711A: State Restricted Trunkline, 100%;

75101A: FHWA, 81.85%; State Restricted Trunkline, 18.15%;

75117A: FHWA, 80.00%; State Restricted Trunkline, 20.00%;

83142A: FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

161. **Extra 2009 - 09**

Control Section/Job Number: 82609-84966 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Rauhorn Electric, Inc.
17171 23 Mile Road
Macomb Twp., MI 48042

Designed By: Wade-Trim, Inc.
Engineer's Estimate: \$550,094.75

Description of Project:

Upgrade and retime traffic signal controller, upgrade pavement markings on Ferry Street at Russell Street, Chatsworth Street at Mack Avenue, Chicago Street at Meyers Road, Connor Street at McNichols Road, Dexter Avenue at Ewald Circle, Linnhurst Street at Schoenherr Street, John R Street at Nevada Street, Conner Street at Chandler Park Drive, Davison Street at Mound Road and Warren Avenue at Woodward Avenue and upgrade and retime traffic signal controller, upgrade pavement markings and add countdown pedestrian signal on Hancock Street at John R Street, Lawndale Street at Vernor Highway, McNichols Road at Strasburg Street, Forest Avenue at John R Street, Fenkell Street at St. Mary's Street, McNichols Road at Waltham Street, West Grand Boulevard at Lodge Service Drive and Scotten Street at Vernor Highway in the city of Detroit, Wayne County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	March 1, 2006	
Original Contract Amount:	\$447,320.50	
Total of Overruns/Changes (Approved to Date):	(4,827.51)	- 1.08%
Total of Extras/Adjustments (Approved to Date):	39,252.11	+ 8.77%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>4,170.79</u>	<u>+ 0.93%</u>
Revised Total	<u>\$485,915.89</u>	+ 8.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.69% over the original budget for an **Authorized to Date Amount** of \$481,745.10.

Approval of this extra will place the authorized status of the contract 8.62% or \$38,595.39 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-010	2	\$50,851.50	02/05/08

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7 (84966A)

Sidewalk Ramp, ADA, Modified	215.080 Sft @ \$18.04/Sft	\$3,880.04
Sidewalk, Conc, 6 inch, Modified	47.200 Sft @ \$6.16/Sft	<u>290.75</u>
Total		<u>\$4,170.79</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 7

Prior to the acceptance of the project, the City of Detroit and MDOT's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. The City of Detroit is also under a court order by the United States District Court to update their sidewalk ramps to be compliant with ADA. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the ADA ramps at various locations within the project limits. The prices for this work reflects cost increases since the project was let and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. Since the cost includes the traffic control, the project will not have an increase in traffic control due to the extension of time related to the ADA ramp issue.

These items were originally set up on contract modification 2 and now represent the amount needed to date. The extra costs for the above items were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Prices and the work required. These costs were originally offset by a \$17,325 decrease in the original items on contract modification 2.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on January 20, 2009.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source:

84966A: FHWA, 80%; City of Detroit, 20%;

84967A: FHWA, 80%; City of Detroit, 20%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48202, 48224.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
January 13, 2009

Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

Kirk T. Steudle
DIRECTOR

January 13, 2009

Ms. Sherry Bond
Secretary to the State Administrative Board
Michigan Department of Management & Budget
P. O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

This letter is requesting approval from the State Administrative Board (SAB) to allow the Michigan Department of Transportation (MDOT) to award "on-demand" contracts with consultant firms to provide engineering services for the development of design/build road construction projects. MDOT has been informed that it might be the recipient of a federally funded economic stimulus program for road construction projects in the very near future. MDOT has determined that in order to take full advantage of these funds and ensure that the most qualified consultants are retained, it would need to award contracts in an expedited manner.

On December 12, 2008, MDOT posted a Request for Proposal for "on-demand" engineering assistance for potential design/build projects. All proposals were required to be returned to MDOT no later than January 5, 2009. MDOT staff reviewed and scored the proposals using a quality based selection process, and selected the top four design consulting firms. MDOT has written a master "on-demand" contract, similar in concept to its Indefinite Delivery of Services (IDS) contracts, it would like to use for the projects funded through the proposed stimulus program. MDOT is seeking approval to award an "on-demand" contract to each of the selected four firms in an amount not to exceed \$10,000,000 for a term of six years. Under these contracts, MDOT would not authorize any new work during the final two years.

Contracting with multiple consultants will provide the following benefits: More input and feedback on MDOT's design/build program; more resources available to provide MDOT the highest quality services; flexibility to choose an alternate firm if one firm has a potential conflict of interest; ability to choose a firm whose resources may be better located for where MDOT needs the services.

Once MDOT is notified that stimulus money is available, it will start selecting specific consultants for individual design/build projects. The following identifies the process MDOT will use in selecting the most qualified consultant for specific projects:

1. A Request for consultant design/build services letter will be submitted to each of the four consultants. This will identify the MDOT Project Manager, the MDOT job number, control section, route, project description, the services needed, and the timeframe in which the work shall be required for completion. It will also state the required primary and secondary work classifications.
2. All consultants who wish to provide the service will submit a Statement of Qualifications, usually within one or two business days, as defined in the Request.
3. MDOT will review each Statement of Qualifications that is submitted. The format of the Statement of Qualifications provided by the consultant will vary depending on the scope of work. It is anticipated that this document will be one to three pages long, and supplement information already provided in the Master Contract. The information will always include the consultant's availability, willingness to provide the service, ability to meet the schedule, and assurance that there is no conflict of interest.
4. MDOT will review the Statements of Qualifications, and determine which consultant is the most qualified to perform the services. The decision will be based on review and scoring of the following factors:
 - Understanding of service
 - Past performance for similar types of services
 - Key personnel
 - QA/QC personnel
 - Location, if different from the original proposalThe scoring will be performed by a small selection team using the current scoring form.
5. MDOT will notify all consultants who submitted a Statement of Qualifications of the decision and proceed to negotiate with the selected consultant. If negotiations are not successful, MDOT will contact the next most qualified consultant.
6. Once all internal approvals are received, work orders will be signed so that services can start immediately.

Currently the SAB requires submittal and approval of all applicable contracts prior to contract execution. MDOT is seeking a modification to this requirement by requesting approval of monthly reporting, subsequent to contract execution, for these "on-demand" design/build projects selected under the economic stimulus package

Ms. Sherry Bond
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January 13, 2009

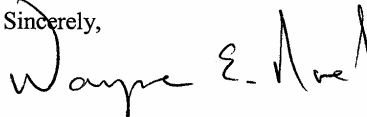
MDOT has placed these four "on-demand" contracts on the January 20, 2009, SAB agenda. MDOT will provide the SAB with a list of potential projects for which the contracts may be used. The steps documented will ensure that MDOT can obligate funding and/or award contracts in an expeditious manner, while at the same time maintaining compliance with all federal and state requirements for consultant contracting.

MDOT is now requesting approval from the SAB of this contracting concept as well as for the alternative process allowing for subsequent reporting to the SAB.

I am available to discuss any questions or concerns you have regarding this proposed selections process submitted for SAB approval. Please feel free to contact me at 373-4680.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne E. Roe, Jr.", with a stylized flourish at the end.

Wayne E. Roe, Jr., Administrator
Contract Services Division

Mr. Berger presented the Transportation and Natural Resources Committee Report for the regular meeting of January 14, 2009. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Berger moved that the Report covering the regular meeting held January 14, 2009, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Berger moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Liedel adjourned the meeting.

SECRETARY

CHAIRPERSON